

Centennial Echoes
from
CARBON COUNTY

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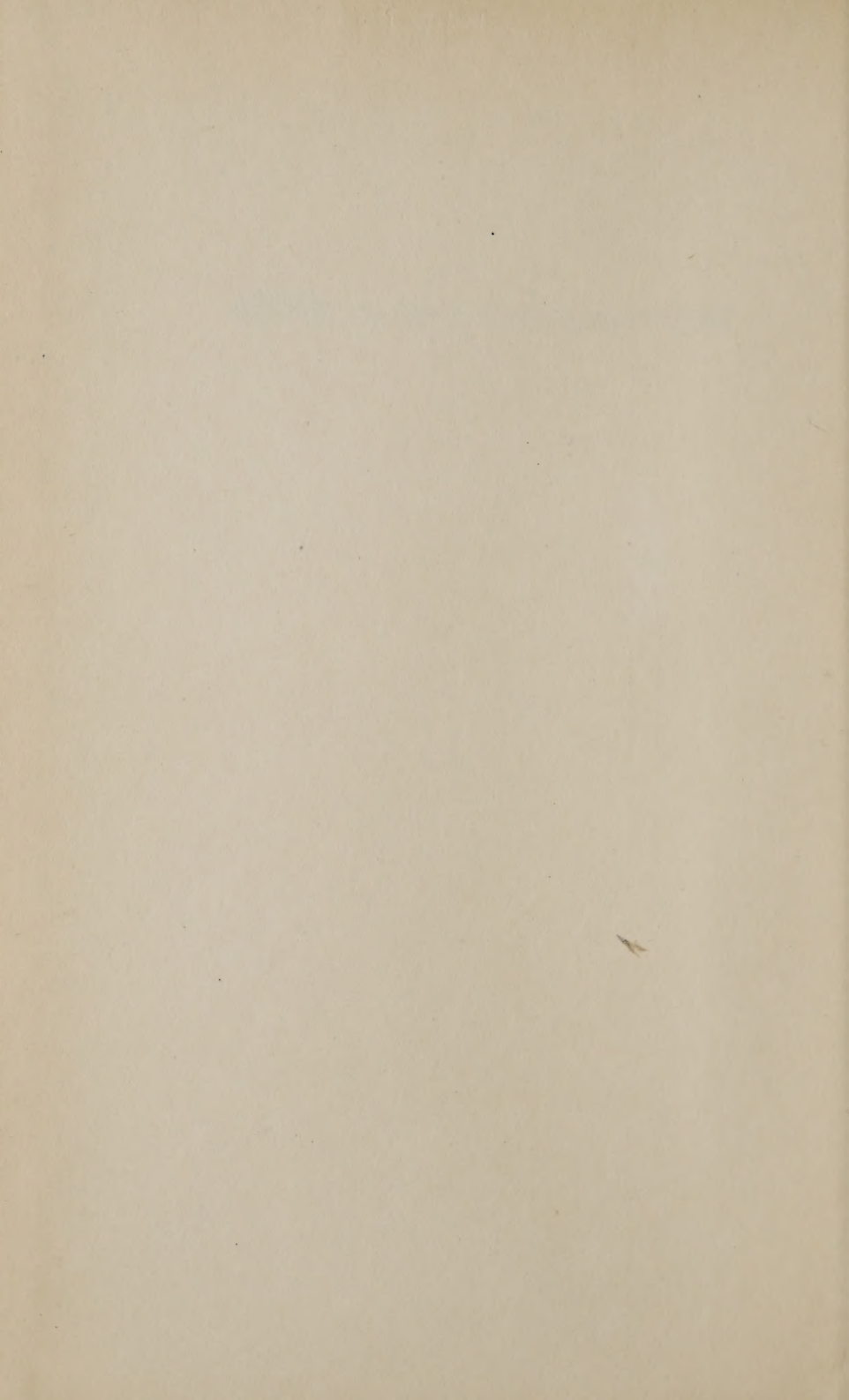
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Centennial Echos
from
Carbon County

Respectfully dedicated
in appreciation and memory of
those Pioneers who gave their whole hearted effort
to the development of Carbon County.



Copyright

1948

By

DAUGHTERS OF UTAH PIONEERS

of

CARBON COUNTY

CENTENNIAL ECHOS FROM CARBON COUNTY

Compiled By
THURSEY JESSEN REYNOLDS

Assistants
DAPHNE HARTLE
A. E. GIBSON
POLLIE JESSEN EMPEY
MARY F. BIDDLE



Published By
DAUGHTERS OF UTAH PIONEERS
OF
CARBON COUNTY

1948

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FOR A LITTLE AFTER NOON
OF THE DAY

INTRODUCTION



Compiling Board, reading left to right: Daphne Hartle, A. E. Gibson, Thursey J. Reynolds, Polly J. Empey, Mary F. Biddle.

1139195

Zion Book Store - \$2.00

We proudly present Centennial Echos from Carbon County, which we hope you will appreciate having in your home. We offer sincere appreciation to all who have responded to our call for information and assure them we have done the best we could with the material gathered. A very large portion of the material used in this book came from three histories compiled by Irene O'Driscoll, C. H. Madsen and Ernest Horsley.

In the preparation of this book a careful check has been made of dates, facts and names. Each article is signed, therefore we hold them responsible for the authenticity of the story.

We hope every one who reads this history will experience a portion of the joy it has given us in its making and feel the respect and reverence we feel is due the pioneers of this rugged country.

—THURSEY J. REYNOLDS

ACKNOWLEDGMENT

By PRESIDENT AURILLA GERBER

We, the Daughters of Utah Pioneers of Carbon County are deeply grateful to all who have contributed in any way their time, money or information—to help us in the creation of this Carbon County History which is a heart throb to its sons and daughters.

Especially do we mention many who have expressed memories full of tenderness and feeling for the courageous and hopeful living of our county pioneers. Also, for the valuable information and yellowed documents written by toil stiffened hands, revealing ambitions and aspirations and the fearless optimism of those who first settled Castle Valley, are we grateful.

We want to express our appreciation to all of the writers, but particular mention is made of Mrs. Thursey Reynolds and her committee, Daphne Hartle, A. E. Gibson, Pollie Jessen Empey, and Mary F. Biddle, who have worked diligently to edit it.

We are indebted to the Churches for the records made available to our researchers, revealing the religious atmosphere of its pioneers.

We thank the many and varied industries for the histories given us of their business which will be of interest to our readers.

We extend our thanks for the treasured early day pictures contributed by pioneer descendents.

To the publishers of Helper and Price who have aided us in our research work.

To the typists, Bonita Harrison, Cecelia Jewkes, Charlene Madsen, Lorraine Lewis, Mrs. June R. Johnstun, Bailey Doss, Jr., Katherine Bryant, and Myrtle Jessen, who assisted the compilers.

To Miss Hazel Dawn Kissell, Art Director, we extend our compliments and praise, also Jean Parmley, our photographer.



FOREWORD

By DAPHNE HARTLE

The Pioneers of Carbon County, were of necessity a brave and courageous people. The wives and mothers bravely assisted the men folks in surmounting the difficulties that beset them. They were filled with the desire for a home, and also the spirit of adventure.

On the trail and in crossing the rugged mountains it became necessary, at times, to take the wagon apart and let it down the ledges a piece at a time. Then upon entering the valley where nothing but sagebrush had ever grown, it was necessary to get the water onto the ground before crops could grow.

As in other settlements they knew that the secret of success lay in co-operation and organization, so that was their first step. It was through this co-operation and organization with sincere desire for improvement that Carbon County can largely attribute her growth and development.

The Earth was ready to do its part, with an inexhaustible supply of coal and other materials, together with its productive soil, all of which became a source of income to the people.

Schools and Churches were first considerations with socials and dancing.

That the future generation may know of the achievements of these brave ancestors let each one respond to the call of the

Daughters of Utah Pioneers and write the stories that have been handed down to us, and send them to the Heart Throbs published by the Utah Daughters of Pioneers.

For the contents of this History much credit must be given Irene O'Driscoll, Clara Milner, C. H. Madsen and many others for material gathered.



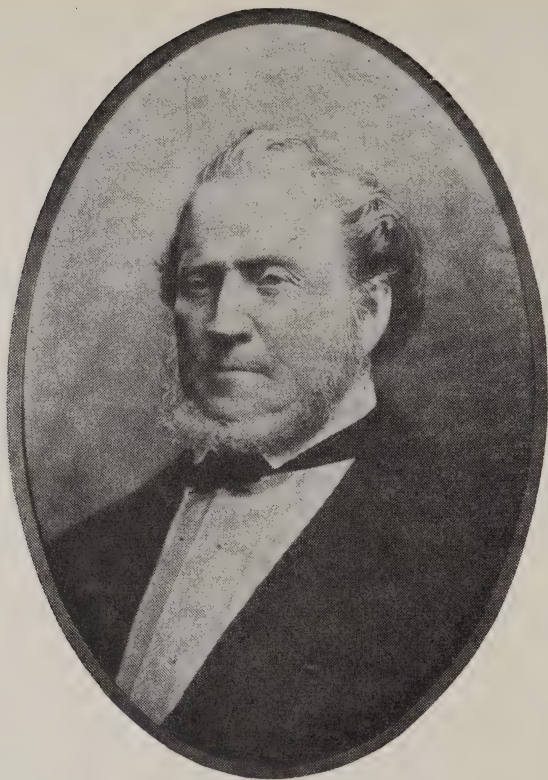
THE PIONEER ADOBE HOME

By IRENE BRANCH KELLER

*The Adobe Home—what year was it built?
It began back in the eighties, long ago.
The lot full of sage brush, prickly pear, lizards and silt,
It looked that way until they began to sow
Lucerne, grains, potatoes and food for chow
For a family of six and the old Judy cow.
But while the building of it took very long,
There was never an evening without its sweet song,
The children would gather around Mother's knee,
Where reposed the "black book" full of songs of the free.
And always a welcome for friends far and near,
Children, grown-ups and all we held dear,
The Mother smiling so sweet and fair
Made you feel the work's not a care;
The adobes to make, the plaster to bring.
You worked right along and wanted to sing.
The spirit and laughter and song put in*

*To that adobe home made you want to win
Over the sage brush and prickly pears, lizards and all
Until your pioneer troubles seemed mighty small.
The adobe home—when was it built?
Dozens of years—filled up to the hilt.*





BRIGHAM YOUNG

Under whose direction the settlements were made in Utah.

"OH PIONEER"

(Taken from Carbon Year Book, 1927)

By WANDA B. HARMON

*Your feet have trod the burning sands,
The rugged path of unknown lands,—
You toiled and wrought with fearless hands,
Oh Pioneer!*

*You blazed the trail so hard and long,
You builded, oh so firm and strong,—
And on your lips a constant song,*

Oh Pioneer!

*Steadfast and true and in God's name,
Through frontier dangers on you came
To rear a commonwealth of fame,*

Oh Pioneer!

*You founded homes, and everywhere
You fashioned cities rich and fair,
Within your heart a constant prayer,*

Oh Pioneer!

*Your faith was strong though it was new,
Your hand was firm, your heart was true—
You builded better than you knew,*

Oh Pioneer!



*Your sons and daughters of this day,
To you a willing tribute pay,
And bless you, cheer your memory,
Oh Pioneer!*

*May we have strength to live as true,
To hold your purpose e'er in view—
Oh may we keep our faith in you,
Dear Pioneer!*





Utah State Flag

THE DAUGHTERS OF UTAH PIONEERS OFFER THIS SYMBOLISM OF THE FLAG:

The Beehive, meaning "Industry." In the founding of this state, the Pioneers, encompassed by a desert, had very few implements with which to work, but had unlimited industry coupled with their faith. The honey bee seeks its maintenance from the air, soil, and water; likewise, our Pioneers took from the resources around them materials with which to build their homes and villages.

The Sego Lily—our state flower, around the beehive. The legend flower of Utah, which long has been sacred to the Indians. The story is told that one morning after a great battle, where many Indians had been killed, the battlefield was covered with hundreds of these little flowers, and the great spirit told the remaining red men to eat the root of the plant to save them from starvation. The Indians resolved never to fight on a battlefield where Sego Lilies grew; thus it became an emblem of peace. Likewise, the Sego Lily saved the lives of many of the Utah Pioneers. In the spring of '48, when their provisions ran out and their crops had not matured, they, like the Red Men, ate its roots. How fitting that the Sego Lily should be a part of our state flag.

The Pioneers arrived in the year 1847. In 1896 Utah was admitted to the Union. The National flags, showing our patriotism to the government of the United States, are included, and the great eagle, the emblem of our Union, with outstretched wings, giving protection over all.

Taken from Pioneer Memorial Phamplet.



KATE B. CARTER

Our Centennial President of Central Company,
D.U.P. When a small girl she lived at Winter
Quarters in what is now part of Carbon County.

ORGANIZATION OF THE DAUGHTERS OF UTAH PIONEERS

On April 11, 1901, fifty-two women, daughters of the early Pioneers, participated in the work of organizing the Daughters of Utah Pioneers. The plan of organization as thus instituted comprised the Central Company with headquarters in Salt Lake City, county companies and local camps in each county. Since that time the membership has reached more than 20,000 daughters and the boundary line of organization includes the United States, Canada, Honolulu, T.H.

The Constitution of the Daughters of Utah Pioneers declares it to be a great and noble organization, founded for the purpose of perpetuating the names and achievements of the men and women who pioneered and established this commonwealth, by preserving old landmarks, collecting relics, maintaining a library of pioneer historical matter, securing unprinted manuscripts, photographs and all such data as shall aid in perfecting a record of the strong characters, pure lives and heroic deeds of the Pioneers, and commemorating the advent of the Pioneers into the barren wastes of Utah.

The organization has developed into the largest women's history writing organization in the world. Each daughter is a history writer. (The foregoing taken from Memorial Pamphlet).

The first organization of the Daughters of Utah Pioneers in Carbon County was effected November 7, 1923, by Mrs. Sorenson of the State Camp. Katherine MacKnight was elected Captain and Stella Dalton Secretary. The name given this first camp was the Carbon County Camp, which later became the Sarah Jane Powell Camp. Since that time the following named camps have been organized:

Sally Ann Olsen

Sego Lily

Juniper

Wellington Camp.

SARAH JANE POWELL CAMP

This name was chosen to honor Mrs. Sarah Jane Powell who has the distinction of being the first white woman to come to Castle Valley.

SALLY ANN OLSEN CAMP

The first school teacher in Price.

SEGO LILY CAMP

*Fair lily of the Wasatch hills,
Emblem of life and joy thou art;
To thee the soul in rapture thrills,
White flower of the golden heart.*

JUNIPER CAMP

Little poem composed by Della Cowley Gibson.

JUNIPER TREE SYMBOLIC OF STRENGTH

*Alone it stands like a sentinal of old,
Ready to give warning to warriors bold,
So silent these many years it has stood,
Watching and guarding all that is good.
If it could but speak, our juniper tree,
This message would shout from its green boughs free,
Have courage, my friend, go on and on,
Till satisfied with life, you say, Father, I have won.*

WELLINGTON CAMP

The Wellington Camp named for Wellington Town.



Dora Fausett
1933 - 1935

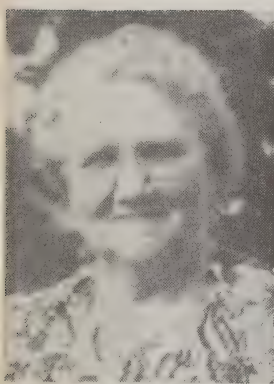


Susie Richards
1926 - 1931



Katherine MacKnight
1923 - 1925

County Presidents Daughters of



Blanche Childs
1937 - 1939



Sara Harmon
1941 - 1943



Aurilla Gerber
1946 - 1947



Francis Christensen
1925 - 1926



Celestia Oman
1931 - 1933

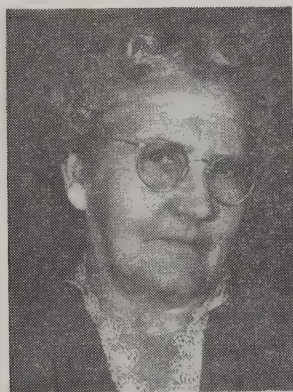


Ethel Taylor
1935 - 1937

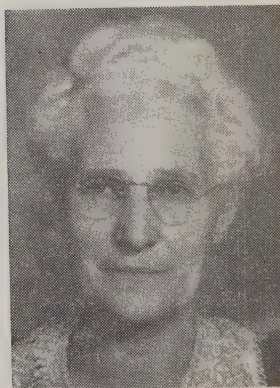
of Carbon County Utah Pioneers



Zelma McIntire
1947 - to date



Alice Jones
1943 - 1946



Matilda Anderson
1939 - 1941



LA DEANNE MILNER
Carbon County's Centennial Queen



WILMA OLIVER
Attendant



EVELYN HASTINGS
Attendant

LaDeanne Milner, Carbon County's Centennial Queen, is a daughter of Clara Oman and George Milner, Jr. She was born at Price, Utah, March 11, 1928.

Miss Milner attended Carbon High School at Price, and the Brigham Young University at Provo. She has always taken an active part in school activities. She is studying journalism, drama, radio, speech and dancing. Miss Milner was crowned queen by her grandfather, George Milner, who has reached the age of 86 years.

Wilma Mae Oliver was born May 1, 1927, at Provo, Utah, daughter of Ethel W. and William A. Oliver. She is a graduate of Carbon County High School and took active part in school activities. Miss Oliver is an active church worker.

Evelyn Hastings, daughter of Stella Jones and Golden Hastings, was born March 31, 1927 at Price, Utah. Miss Hastings graduated from Carbon High School in 1945 and from Carbon Junior College in 1947. She was president of Eaglettes Club and a member of the Pi Gamma Chi Sorority of the college.

DAUGHTERS OF THE UTAH PIONEERS ORGANIZED IN CARBON COUNTY

List of Presidents of Each Camp

SARAH JANE POWELL CAMP

CAPTAINS

Mrs. Adella C. Gibson	1935 - 1936
Mary Hobbs Wallace	1937 - 1940
Mrs. Margaret Ellis	1940 - 1944
Mrs. Zelma McIntyre	1944 - 1946
Mrs. Thursey Reynolds	1946 - to date

SALLY ANN OLSON CAMP

CAPTAINS

Mrs. Thursa Birch	1934 - 1936
Mrs. Elva Fausett	1936 - 1939
Mrs. Ruby Kissell	1939 - 1940
Mrs. Matilda Anderson	1940 - 1942
Mrs. Fanny Norton Krebs.....	1942 - 1944
Mrs. Laverne Cox Alvey.....	1944 - 1946
Mrs. Vera Shimmon	1946 - to date

SEGO LILY CAMP

CAPTAINS

Mrs. Emily Allred	1937 - 1939
Mrs. Orinda Robinson	1939 - 1940
Mrs. Elizabeth Frandsen	1942 - to date

JUNIPER CAMP

CAPTAINS

Mrs. Mary Wallace	1939 - 1942
Mrs. Frances Christensen	1942 - (served only two months)
Mrs. Katherine McKnight	1942 - 1944
Mrs. Edith Prince	1944 - 1946
Mrs. Mary Biddle	1946 - to date

WELLINGTON CAMP

CAPTAINS

Katie Liddell	1926 - 1928
Violet Smith	1928 - 1931
Hulda Norton	1931 - 1933
Mary Jones	1933 - 1934
Meltha Young	1935 - 1936
Myrtle Cook	1937 - 1938
Hannah Barnes	1939 - 1940
Anna Worley	1941 - 1942
Sarah Pierce	1943 - 1945
Elsie Mortensen	1946 - 1947
Vena Wells	1947 - to date

THE PRESENT COUNTY OFFICERS 1947

AURILLA GERBER, *President*
ZELMA HARMON McINTIRE, *Vice-President*
ALICE BAKER JONES, *Vice-President*
LAURA LIDDELL CHANTRY, *Secretary-Treasurer*
ADDIE ABRAMS, *Chorister*
RUTH HANSEN OVIATT, *Organist*
POLLIE EMPEY, *Official Clipper*
MATILDA SNYDER ANDERSON, *Registrar*

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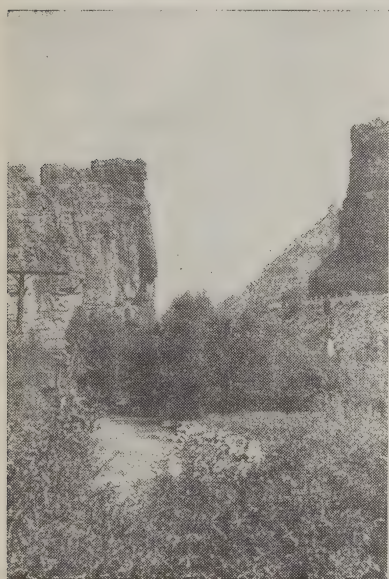
HISTORICAL SKETCH OF CARBON COUNTY

Contributed by the Carbon County School Board

Carbon County is located in central Utah, 123 miles south-east of Salt Lake City. It is bounded on the north by the counties of Utah, Duchesne, and Uintah; on the east by Uintah, from which it is separated by the Green River; on the south by Emery, and the west by the county of Sanpete. From north to south it is 24 miles wide, 74 miles long, with an area of over 1,536 square miles.

"This great coal county is peculiarly situated. Its western end rises from 7,000 to 10,400 feet above sea level to rest upon the Wasatch plateau, down the eastern escarpment of which

Price river has cut its canyon to tumble into the beautiful Castle Valley. The valley stretches to the south across the southern half of Carbon into Emery County, while the peaks and cliffs of the Wasatch range hedge it in on the north and west, and the Book Cliffs bound it on the east, extending entirely across the east end of the county. The Wasatch plateau is for the most part a broad upland, whose surface shows smooth, gentle slopes, but whose eastern front is marked by very steep sandstone cliffs, which rise from 1000 to 2000 feet above Castle Valley. These cliffs are breached by deep canyons which extend back as far as 35 miles from the front of the cliffs."



The Famous Castle Gate Rock—
Gateway to Carbon County Coal
Fields.

The Price River is the principal water course. Tributaries to it are Gordon Creek, White River, Fish, Miller and Willow creeks and some smaller streams; this system watering the western

half of the county. In the eastern part are several small canyon streams, the most important being Nine Mile or Minnimaade, Jack Canyon, Soldier, Coal, Duggout, and Grassy Trail. The climate is moderate with very pleasant winters free from fog, smoke and extreme cold. Carbon County may indeed be called the sunny valley of the state for very few days are without radiant sunshine.

In 1879 the territory surrounding Price, known at that time as Castle Valley, because of the picturesque mountain turrets and battlements, was little more than a rendezvous for Indians, cattle-rustlers, and bandits. None of its many thousand acres of fertile lands had yet been upturned by the plow share, nor had its great deposits of coal in the nearby hills felt the touch of the miner's pick. Trapping and fur-trading were the principal industries engaged in by the early settlers while a few straggling herds of cattle and sheep dotting the 300,000 acres of ranges. Today, more than 6,000,000 tons of coal per year are shipped from mines operating in the county. These mines employ approximately 3,500 miners who are paid more than \$12,000,000 a year. Although coal mining is the most important industry, agriculture has not been neglected. The soil in the valleys is generally fertile and there are about 26,000 acres of agricultural lands now under cultivation with promise of more in the very near future as the Price River Water Conservation project becomes fully developed. In 1930, 27,000 head of sheep owned in the county were assessed, besides 25,000 more which came into Carbon to graze during the summer. In addition, thousands of head of cattle graze on the deserts and highlands of the county. According to reports of the forestry service 35,712 acres of the Manti National Forest lie in Carbon County.

This is just the beginning in the developments of the natural resources that abound in this section of the state. After the completion of the main line of the D. & R. G. W. Railroad (at first known as the Rio Grande Western), coal mines were opened in various places, and branch railroads were built into the mining districts. The branch to the Clear Creek mines was built in 1898, but that to Sunnyside two years later, and the Hiawatha branch was opened in 1909. The opening of new coal mines and building of the branch railroads proved a stimulus to settlement, and in 1910 Carbon reported a population of 8,634. In 1920, the population was estimated at 15,489 while in 1920 the records show 17,674.

By an act of the Utah legislature, approved by Governor West on March 8, 1894, the northern part of Emery County was organized into the county of Carbon, so named because of the rich deposit of coal within its limits. The active settlement dates from the building of the Rio Grande Railroad, which was completed through the county in 1883. On November 20, 1882, the small settlement of Latter-day Saints on the Price River was organized into a ward, with George Frandsen as bishop. This is the first record of an organized settlement in the county. The first election of county officers was held on Tuesday, May 1, 1894, and resulted in the choice of the following officers: E. C. Lee, F. P. Gridley and Eugene Santschi, Sr., selectmen (commissioners); H. A. Nelson, treasurer; S. J. Harkness, attorney; W. J. Tidwell, surveyor; L. M. Olsen, probate judge; and J. W. Davis, superintendent of schools. At the same election Price was selected as the county seat.

The name of no county in Utah is more peculiarly descriptive of its region than that of Carbon County. The underlying coal deposits are not only the primary source of the county wealth but throughout the history of the county have been a major influence in its development.

THE PIONEERS OF UTAH, WRITTEN IN 1930

By ELLEN CRAWFORD

Price Camp

July 24th is the official birthday of Utah; for on that day in the year 1847, under the able leadership of Brigham Young, the Mormon pioneers entered Salt Lake Valley, pitched their camps and began the work of organizing a commonwealth.

The exodus to Utah was a march across a continent to a destination in the wilderness. These pioneers had been driven from their homes and rightful possessions, and were on their way to find a place where they might build homes and cities and establish an equality of opportunities for themselves and their children.

Eighty-three years ago today our forefathers entered the Salt Lake Valley at the termination of a long and toilsome journey over plains and mountains. It was not then as now, with iron rails and wires encompassing the globe. These western trails through wastes and wilds and burning sands were made by blistering hands and bleeding feet.

Many graves were left along the trail where these pioneers parted with their loved ones, who had perished from the hardships. Many of these graves were left unmarked lest those dying should be noted by our red-skinned foe, who lay in wait, ever ready for an opportunity to destroy that little band of dauntless pioneers.

The grandmother of Mrs. Heber J. Grant and Mrs. A. O. Woodruff was buried near the North Platte River. When this dear wife and mother had succumbed from dire privation that had exhausted all her powers, passing all her sorrows, one of the little company could not leave the grave without a marker, so brought a cast-off tire and chiseled upon it the name, "Rebecca Winters" and placed it as a headstone to mark her last resting place; then they continued upon their journey with prayers to Heaven that the grave would be protected, and that this spot should be found by those who followed.

Forty years later a letter was received by W. C. Spence of the president's office from R. F. Nelson, general agent for Bur-

lington Railroad calling attention to the discovery of an old wagon tire bearing the name, Rebecca Winters. It was thought that she might be a Mormon pioneer, and so it proved to be. With due respect and in answer to the prayers of those who laid her there, the engineer of the original survey for the Burlington Railroad ordered his men to change their line in order to miss the grave, declaring, "She has the right of way." They then built a fence around the grave to protect it from harm.

Since then the Congress of the United States has drawn attention to the old Mormon trail and Congressmen Don B. Colton and Leatherwood have done much towards the preservation of the trail, which is indeed a land mark in the history of the Utah pioneers; for, over these trails these pioneers trudged for days, weeks and months, driving their lean and hungry oxen, often continuing their journey far into the night in order to find water and feed for their stock, often only to find alkali and scant rushes at the end.

Buffalo roamed in herds and their night's rest was often disturbed by the lonely call of the coyotes. Many times their lives were saved from the hostile Indians by the night guard's alarm.

Their trials were almost more than they could bare, yet when the call for five hundred men to help in the Mexican War came, our brave pioneer fathers bid their families farewell and left them in the wilderness, trusting in the mercy of God for their preservation, and enlisted in the cause of their country.

While their families wandered their way westward, climbing the rugged mountains to this land of promise to find a place to build a home, they endured the hardships of the longest march of history.

On a dreary barren plain, they established themselves where the wolf and the antelope roamed at leisure. Upon the shores of Utah's inland sea they sought and found the boon of liberty, where they could worship God as they deemed best, with none to make afraid or molest.

Upon reaching the valley, Brigham Young, coined that memorable speech, "This is the place," and these loyal people knelt upon the ground and gave thanks to the Allwise Father.

Upon Ensign Peak they raised the stars and stripes to the breeze of Heaven to acknowledge their loyalty to their God and country. Now began the development of this great arid waste. They bent their unrelenting efforts to the clearing of the soil

and in a few months began the transformation of the great American desert into beautiful gardens.

Not long after this, the government warned of an imaginary treason, sent armed troops against this harmless persecuted folk. These troops who followed them with dire intent, had long before their journey's end, found themselves held fast in cold and cheerless canyons with starvation staring them in the face.

When Brigham Young heard of their plight—did he leave them to their plight? He did not. He at once called upon his loyal men and the pioneers divided scanty supplies with the troops, who in exchange supplied the saints with dried fruit, nuts, sweetmeats, and other things of which the pioneers were in need.

The troops brought with them money also, and willing men found ready pay; farmers also found a market for their produce. The women sewed, cooked and washed for the soldiers, so their presence in the valley that winter proved a blessing in disguise.

The pioneers fought their way. They pushed their settlements from valley to valley and persevered until they were able to draw around themselves a few of life's comforts. They improved their homes, established schools and enterprises. They wore out their lives in toiling to establish a commonwealth which is today one of the pillars of the social, economic and political system of the nation.

Our pioneer forefathers were ever ambitious and paved the way to our present comforts by making roads and building crude log cabins which they chinked with mud and roofed with willows; they ploughed the ground, sewed and reaped the harvest not forgetting to thank God for these much appreciated gifts—until today—"Fair Utah," beaming from afar enchains the ardent gaze, the valleys fair, the fertile plain, clear streams and grateful shade, wide waving fields of golden grain, and flocks in every glade.

Utah's inland sea helps us see the beauty of our state and hide the trials our fathers bore.

There is a true, tender story told of the early frontier days, when swarming locusts filled the air, then as by magic, from the distance came the seagulls as a supreme deliverance, which saved the crops and gave a meager sustenance to the people for another year. To this day the seagull is held sacred to all real Utahns.

In the olden days there was recreation also. Often their hearts were made light with song and dance. The ticket to the theatre and dance was often paid with produce from the farm or personal service. Sometimes the dance was held in a log cabin with a ground floor, but that did not dampen their enjoyment, as their feet kept time to the music made by the fiddle or accordion.

From 1881 to 1884, many settlers came into the valley including the Birches, Frandsens, Bryners, Mathises, Horsleys, Eldredges, Branches, Paces, Coxes, Whitmores, Ballingers, and others too numerous to mention.

Present inhabitants are enjoying the fruits of their strenuous efforts, the heritage of their achievements, and it is right and proper that we should honor them on every occasion, and like the verse that reads—

*“With the sturdy heart of a pioneer they trod the tractless
plain,
In the desert sand they worked and toiled
With men of brain and brawn,
'Til from the sullen wilderness with the aid of God's kind
hand,
There blossomed forth this garden fair,
'Mid these mountains tall and grand.”*

As a result of their untiring efforts, we today enjoy a wonderful water system, telephone, telegraph, electric lights, hotels, theatres, mercantile establishments, splendid newspapers, beautiful churches, and residences.

The daughters and granddaughters of the brave men and women who endured all kinds of hardships that they might make the desert blossom as a rose, have banded together and formed themselves into an organization that they might perpetuate the names and achievements of the founders of this commonwealth.

It is their aim to preserve old land marks, collect relics, secure all unprinted manuscript of a historical nature, get their family records and histories of their ancestors and collect such data as shall aid in perfecting a record of the strong character and noble life of these Utah pioneers.

It is their aim to do their part in carrying out the objects and purposes which these pioneers had in view when they,

like the pilgrim fathers, laid all their earthly possessions upon the altar and sought a refuge where they could "worship God according to the dictates of their own conscience."

It is the aim of this organization to fittingly commemorate the advent of the pioneers into the barren wastes of Utah; to review the lives of the pioneers; to teach to their descendants and the citizens of this great commonwealth, the patriotism, the faith and courage they possessed, and to create a spirit of fellowship among the posterity of these worthy pioneers.

The Price Camp of the Daughters of Utah Pioneers organized on November 7th, 1923, and has succeeded in obtaining the oldest log cabin built on Price Townsite and has moved it onto the tabernacle grounds, where it has been repaired and is now a place where histories and records of pioneer days can be displayed.

Most of these valiant pioneers have filled the measure of life's duties and have passed on, but the story of their toil and suffering and final triumph should be held as sacred history.

Honor, praise and reverence should be theirs whose spirit of steel, hearts of gold and untiring faith, conquered the wild, untamed, west and builded here the paradise we love.

Then should we, the sons and daughters of such fathers, and of such mothers give to them deserving honors for the hardships and privations; for the trials they encountered, for self sacrifice and patience on that eventful journey to redeem this western desert.

This article was written for a contest in Carbon Stake and it won for Ellen Crawford first place. The prize given to her was the Relief Society Magazine for five years.

This information given us by Mrs. Florence V. Jorgensen, Price, Utah.

EVENING PRIMROSE

Contributed by MABEL B. PEACOCK

*Little white flower
 Blooming out by the way
A beautiful lesson
 You teach me today—
Regardless your surroundings
 Of weeds, thistle, or mire,
You still remain white
 It's your hearts desire.*

* * *

PIONEER STORY

The Right home consisted of two small rooms and a lean-to. The floor was composed of wide knotted boards, covered with throw rugs, and a broken window pane was replaced with cheese cloth.

In fair weather the place was fairly comfortable, that is, as comfortable as such a place could be; but when it rained all the pans and kettles in the kitchen were pressed into service to catch the water leaking through the many breaks in the roof. During an all night rain, Mrs. Right had to get out of bed several times to empty these receptacles. By morning her patience was exhausted, her sunny disposition squelched, and her mind firmly made up to tell her husband her plans for the future.

As soon as breakfast was over she came directly to the point. "Brother Right," she said, "if you don't provide a better home for me, I shall have to take my children and go to the poorhouse." Mr. Right put his hands in his pockets as he stood looking around at the leaks, the broken window panes and the wide crack beneath the kitchen door and said, "My dear, I don't know where you would go to find a poorer house than this one."

Seeing his look of puzzled dejection, Mrs. Right could not restrain a hearty laugh. This cleared the atmosphere and life went on as usual in this humble pioneer home.

Taken from "Pioneer Memorial Building" pamphlet

The great heritage of being a direct descendant of pioneers whose strength of character, devotion to principle, caused them to sacrifice all they had and turn to a barren west—blazing the trail, overcoming countless obstacles, conquering new frontiers and finally becoming empire builders—challenges us who are now the recipients of their many sacrifices and struggles.

Our responsibility is to pay just and fitting tributes and do honor to them in preserving their memory and to hand down to their posterity and the whole world for many generations to come, their noble histories and achievements.

The divine spark of intelligent perserverance that glowed in their hearts must be rekindled and kept alive in ours that we may pass this cherished heritage on to our children and theirs.

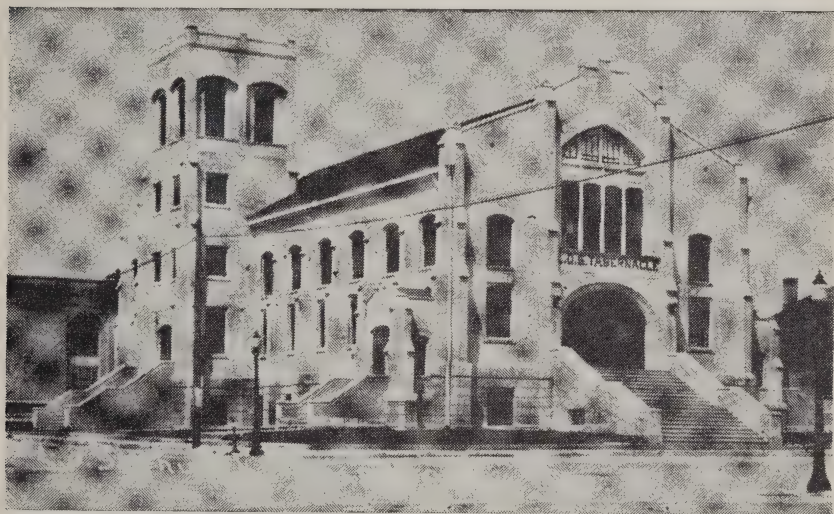
With deep appreciation for the honor of being descendants of those who pioneered the way and helped make the "desert blossom as the rose," we are proud to be Daughters of Utah Pioneers and take this good land as a perfect gift from God.

ECCLESIASTICAL HIGHLIGHTS: CHARACTERS

History compiled by C. H. MADSEN

LATTER-DAY SAINTS

“Work was commenced on the log meeting house which was 22x40x12, in the early part of January, 1884. George Frandsen, Caleb B. Rhodes, John D. Leigh and others went up Miller Creek and got out the logs. Was completed about April 10, and first services held April 13, 1884. Was used as a house of worship, court house, school house and for dancing and drama, and was so used up to about 1904, and then sold to Peter Anderson. It was afterwards used to build several log homes.”



L.D.S. Tabernacle for Carbon Stake. Completed with Pipe Organ.
Cost around sixty or seventy thousand dollars.

“On August 28, 1911, 4 p.m., services were held on the tabernacle ground and the breaking of ground for erection of the Carbon Stake L.D.S. Tabernacle, commenced. Bishop Albert Brynor commenced the digging. The Stake Presidency all present. . . . With perserverance the tabernacle was finished and

dedicated July 1, 1923, at a cost of \$91,041.62. Contributions trustee and trust \$42,250.00. Price ward \$39,186.12. Outside wards \$8,600.00. Non-members \$1,000.50.”—ERNEST S. HORSLEY.

One of the first acts of the Emery Stake Presidency after the organization of that stake on August 13, 1882, was to assemble the members of the “Mormon” faith who were living along the Price River and to make preparations for the establishment of a ward. George Frandsen of Mt. Pleasant, Utah, the highlights of whose life will be given later in this discussion, was chosen as the first bishop, with Erastus W. McIntire, late of Paragonah, as his first counselor and Caleb B. Rhodes, the first Price pioneer, as his second counselor. Bishop Frandsen served from November 20, 1882 to July 12, 1896. Ernest S. Horsley became bishop of the Price Ward on July 12, 1896 and served in this capacity to May 2, 1909. Albert Bryner served in a similar position from May 2, 1909 to January 8, 1921. George A. Wootton became bishop on January 8, 1921 and held this position two years or until January 7, 1923. William E. Stoker followed as bishop after George A. Wootton and served from January 7, 1923 to May 25, 1930. George E. Jorgensen became the Price Ward bishop on May 25, 1930 and held the leadership of the ward until December 15, 1935, when he was succeeded by Orson H. Guymon, who served from December 15, 1935 until June 27, 1943. At the time of the release of Bishop Guymon, Fletcher B. Hammond was chosen to this position, in June, 1945. Elton L. Taylor was sustained as bishop of the Price First Ward but served one week only, when he was set apart as president of the Carbon Stake. James W. Fausett was called to preside as bishop of the First Ward on June 24, 1945, in which capacity he has served until the present time.

In the meantime the growth of the Latter-day Saint Church in Price necessitated first the division of the original ward into two and still later into three groups, and again, recently into four wards. April 26, 1938 Don C. Clayton was selected to preside over the Price Second Ward, but served only a year’s time, when the two wards were divided into three. Frank Bryner became bishop of the Price Second Ward in June, 1939, and served until January 28, 1945, when George Morgan became bishop. He is still at the head of this ward. In June, 1939, Orson Nelson became bishop of the Price Third Ward, where he is still serving. He has piloted this ward through a building pro-

gram, for the erection and equipment of the only chapel built in Price during the war. The Third Ward chapel was begun March 1, 1941 and is now practically finished. This has cost more than \$40,000.

The newest L.D.S. church organization, the Price Fourth Ward was organized by dividing the First Ward. A. Fullmer Allred is the bishop of this ward.

Latter-day Saint activities from the stake standpoint, were administered under the auspices of the Emery Stake until May 8, 1910, when Gustave A. Iverson was selected as president of the newly formed Carbon Stake. Arthur W. Horsley became first and J. Rex Miller, second counselor in the presidency with Ernest S. Horsley as stake clerk. This presidency served until April 13, 1913, when President Iverson and his counselors were released and Arthur W. Horsley, John H. Pace and Henry G. Mathis were given the responsibility of presiding. On December 15, 1930, George E. Jorgensen, Parley H. Rhead and Arvel R. Stevens were sustained as the Carbon Stake Presidency, in which positions they served until June 27, 1943. Elton L. Taylor, Arvel R. Stevens and Cecil Broadbent then occupied these responsible positions from June 27, 1943 until the division of the Carbon Stake into the Carbon and North Carbon Stakes, which occurred on June 24, 1945. At this time the Carbon Stake presidency consists of Elton L. Taylor, Arvel R. Stevens and Asa L. Draper, while the North Carbon Stake is presided over by President Cecil Broadbent, with Sterling Forsyth and Isaac McQueen as assistants in the presidency. The respective stake clerks are Afton Alger and Brigham W. McAllister.

METHODIST EPISCOPAL CHURCH

The history of Methodism in Utah, by Henry Martin Merkel, gives the following information regarding the activities of this church in Price. At no place has the writer followed the exact wording of the data presented by this very able author, but has given a resume of the same in his own words.

Reverend J. D. Bird was appointed pastor of the Price congregation in 1899 but failed to accept the appointment. So, likewise, T. J. Strawbridge received an appointment in 1900, but the inference is that he, too, did not accept it. The Reverend Samuel Allison came in 1901. A little later the Price-Helper activities of the Methodist Church because of the Railroad

Chapel at Helper could not be made available, exclusively, to any single denomination.

Reverend J. M. Birk opened a Methodist School in Price in 1906. He was pastor of the church during 1906 and 1907. On page 255 of the history previously quoted, Reverend Merkel lists the following pastors and their service assignments:

Samuel Allison, 1901-1902; J. M. Birk, 1906-1907; Isaac Corn, 1911-1912; Bradford T. Fish, 1912-1913; James E. Ferris, 1913-1915; C. C. Hartzler, 1915-1917; H. T. Zeiders, 1917-1918; Ralph C. Jones, 1918-1921; Charles E. Brown, 1921-1922; J. Freelen Johnson, 1922-1926; Henry M. Merkel, 1926-1931; J. H. McRill, 1931-1933; E. C. Linn, 1933-1935; Thomas H. Evans, 1935-1941; William Daugherty, 1941-1942; Richard E. Halbert, 1942 until the present.

The following facts are a digest from the history of Methodism in Utah as interpreted by the writer. The first M. E. parsonage stood where the Silvagni business block now stands. The first chapel was dedicated by Dr. H. J. Talbott, in January, 1908. At this dedicaton, a former pastor, the Reverend Samuel Allison, assisted and Reverend R. P. Nichols was present. The chapel was enlarged in 1909. The ground for the Price Academy was donated by A. Ballinger and the institution was started by the Reverend J. M. Birk, with five pupils. It grew into an influential institution and was discontinued after several years of activity. The property was sold in 1918, for \$10,000 to the Carbon County School District and was converted into a dormitory. This money cleared the downtown church property and left it free of debt. This property was sold for \$10,500 and the parsonage for \$750. A lot, located across from the Price City Hall was purchased and in July 1923, a contract was let for the building of the Price Community Methodist Episcopal Church. This building was dedicated by Bishop Charles L. Mead on February 3, 1924. Bishop Mead was assisted by Reverend J. Freelen Johnson, who was then the pastor. Dr. John James Lace, district superintendent of the Methodist Episcopal Sunday Schools was also present. The value of this building is in excess of \$60,000 and is free of debt. The officials and members of the church assembled recently and burned the papers that represented the payment of the last outstanding indebtedness against the edifice.

The residence next to the church is used as a parsonage. The old chapel was sold to the American Legion.

CATHOLIC CHURCH

The first activities of the Catholic Church, according to Father Thomas F. Butler, the present head of the local organization were directed by Father Antonio Petillo of Salt Lake City. The record shows that he came into Carbon County at intervals between August 13, 1912 and July 21, 1914 and officiated in baptismal and other rites for the church.

Father Alfred F. Giovanni came first to Helper in 1913 and established the work of the Catholic Church there before moving to Price. Soon after coming to Price, Father Giovanni began a movement to build a place of worship for his people. A lot was secured at the corner of First North and Carbon Avenue and the building was begun. This magnificent edifice was completed in 1923 and stands as a monument to the work of Father Giovanni and his congregation.

Not satisfied with effort and eager to do something more for the Catholic followers, Father Giovanni asked the Price City officers for land on which to build a parochial school. The Notre Dame School which stands in the northeast section of the city and which has been large influence in educational circles for two decades, came as a result of this effort. This institution is managed directly by the head of the local Catholic Church and the regular faculty are members of the Sisters of Charity.

Father William Ruel followed Father Giovanni. He served here several years but was finally necessitated to give up his work, because of ill health, and retire to his home in the East. Father Thomas F. Butler was assigned the ministry of the Catholic Church after Father Ruel, and is its present head.

GREEK ORTHODOX (HELLENIC) CHURCH

Another of the major ecclesiastical groups in Price and Carbon County is the Greek Orthodox Church. This church serves the area from Grand Junction, Colorado, on the east to Provo, Utah on the west. Father Mark Petrakis, whose picture is to be found with other religious leaders from other denominations, in the foyer of the Price Civic Auditorium, of which we have previously spoken, started the activities of this organization in Price, back in 1915. The Hellenic Church which stands on the corner of first south and second east, is another magnificent structure.

Originally this building cost in the neighborhood of \$20,000 and it has since been remodeled and improved. After a fire two years ago, the building was completely overhauled and its present monetary value would be in excess of \$50,000, according to estimates of the church members.

After the Reverend Father Petrakis, the following Fathers have served this church. Reverend Arch Mitatakis, John Papadopoulos, Arch D. Smyrnopoulos, Chronidis, Stamatiadis, Zeese, Garamanis, Frangos, Economou and Hatzadakis. These Reverend Fathers have each in turn done a splendid service in amalgamating the people of Greek origin into a fine religious organization.

The sympathy of the entire community went out to this fine group of people just as this history was going to press when Reverend Hatzakakis, the most recent head of their church, was taken by death. His place has not yet been filled.

OTHER RELIGIOUS GROUPS

The Seventh Day Adventist Church has a considerable following in Price and Carbon County. They have a splendid little church building, located at the corner of first south and third east.

The Christian and Missionary Alliance has a considerable following in this section. Reverend Constance started this organization in Price and was followed by Reverend Carl Measell, the present head of the organization. They have not yet erected a church building but contemplate building one in the near future. At present they are holding services at the Harding School.

OTHER RELIGIOUS ACTIVITIES

In accordance with the plan of the Church of Jesus Christ of Latter-day Saints, in all of its wards and stakes, the Church Welfare Plan of this organization is carried on in this area. The Carbon and North Carbon Stakes own, conjointly, a welfare farm and each ward either has a project of its own or contributes to the general project or both. There is a commodious welfare building in Price.

COAL AND THE COAL INDUSTRY WHAT IT MEANS TO UTAH

By A. C. WATTS

The story of the discovery of coal in Utah and the early history of the attempts to mine it are somewhat obscured by the glamour and excitement incident to the discovery of gold in California, as the two events occurred at about the same time.

It is possible coal may have been found by Father Escalante in 1776 in his search of any easy route to the Pacific Coast missions of the Catholic Church, but from an economic standpoint the important time of discovery was about 1849 and 50 when the early Mormon settlers found coal in the Sanpete Valley.

Levi Edgar Young in his book, *The Founding of Utah*, page 204, says, "The pioneers had no sooner settled in the valley of the Great Salt Lake when they began to look for coal and iron, and by the close of 1850, after President Young had offered prizes for the discovery of coal, it was found in abundance, and was used in Salt Lake City that season."

The search for coal was stimulated not alone by the need of fuel but the leaders of the Pioneers early realized the necessity of becoming independent of the eastern and western sources of supply for simple tools and other hardware. The great expense and time of transporting such heavy commodities across the plains from the Missouri River points made it necessary to try to supply the needs of the early settlers from home sources. Hence it became their desire to develop the iron deposits and find coal suitable for the reduction of the ore.

Whitney in his *History of Utah* says, "It was in the latter part of 1863 that the first move was made towards the opening of the Utah mines. We refer, of course, to gold and silver mines. Mining for coal and iron had been engaged in by the Mormons more than ten years previously. Among their temporal pursuits agriculture was exalted and extolled as the basis of their prosperity, and home manufacturers stood next. They were to till the earth and raise and store up grain against times of need—for gold and silver could not be eaten, nor could it purchase provisions in seasons of famine, such as early Utah had seen, and which might

at any time recur. Iron and coal mining was encouraged, but not the mining after precious metals, the love of which would fire the passions, engender greed and avarice, promote pride, vanity and class distinctions, and so divide and demoralize the community."

But although coal was early discovered, it was at such a great distance from Salt Lake City in those days of horse and oxen transportation that its use was probably devoted very largely for the purpose of smelting the iron ores in the southern part of the state.

"The work of the first miners of Utah was heroic. They dragged coal from the mine on sledges; they pulled sage brush and kept large piles of it on hand before the fire, that it should not go out and thus injure the linings of the furnace."*

In January, 1854, the Utah Legislature, realizing the growing needs of Salt Lake City for a more efficient fuel than the timber from the surrounding mountains, offered a reward of \$1,000 to any resident who would open a vein of coal not less than eighteen inches thick within forty miles of Salt Lake City and where it could be profitably mined. Although this reward was a large sum in those days, it did not bring any results until 1863 when a mine was opened within forty miles of the city where coal was sold for \$40.00 per ton.

It was at about this time that the first serious attempts were made to develop the precious metal deposits of the state and with this the demand for coal gradually expanded from domestic use, foundry, forge, and small iron ore smelting efforts to a demand for power purposes as well. The Wales Mine in Sanpete County has the distinction of being the first coal mine opened in the state. The year is given as 1855. Two years later eighteen coke ovens were built and were operated about two years, but the coke was not satisfactory and the operation was abandoned after a year or two.** The completion of the Union Pacific Railroad in 1869 lent impetus and on June 13, 1870 the first coal was brought to Salt Lake City by rail.

From this time the coal industry began to expand and soon railroads were being built to the coal fields. In 1878 the Winter Quarters Mine in the Pleasant Valley district of Carbon County (then Sanpete County) was opened; and in October, 1879, a narrow gauge railroad from Springville to Winter Quarters was

*Levi Edgar Young, *The Founding of Utah*, page 205.

**Report of Thomas Lloyd, State Coal Mine Inspector in 1896.

completed. Shortly after, by the last of 1880 the Union Pacific Railroad completed a branch road from Echo to Park City and coal was furnished to the great silver mines there which had reached such a state of development as to demand a more efficient fuel than wood, the burning of which also depleted the supply of mine timber at first readily available in the surrounding territory.

It is interesting to note that from the time Utah was admitted to the Union as a state in 1896 the production of coal increased rapidly. From then on development in metal mining and smelting, including the organization of the American Smelting and Refining Company and the United States Smelting, Refining and Mining Company, the Utah Copper Company, together with the sugar industry and the rapid growth of California and the inter-mountain region in general, caused a rapid gain in the production of coal.

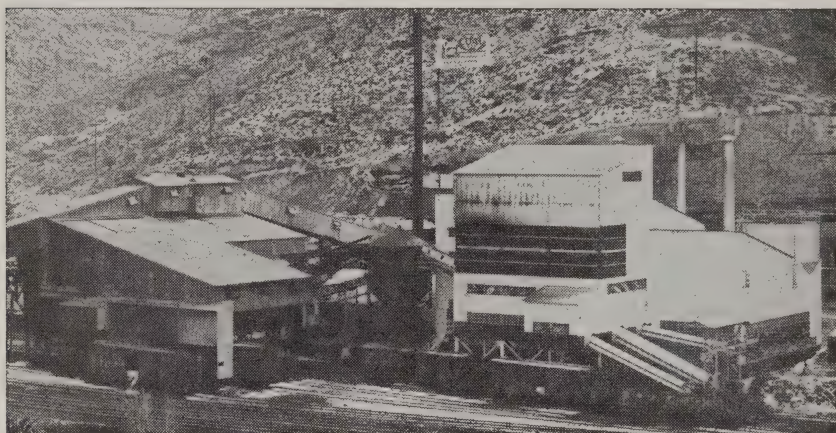
The year 1906 marked another change in the industry. Previous to this year one large concern produced practically 90% of the State's output, but during this year the first so-called "independent" opened up and from then on until the last year or so new companies were formed and new mines were opened until at present there are seventeen companies operating twenty-two mines in Carbon, Emery, and Grand counties producing practically 98% of the State's output, whereas in 1906 this was accomplished by two companies with six mines. During this time the output increased 162 per cent.

The out-of-state market began to be sought for at this time, the building of the Western Pacific giving a stimulus to the endeavor.

The first mining was doubtless of a very simple and primitive nature if one may judge from what evidence remains to be seen. The mines were opened by the easiest means possible and very little attempt was made to develop them in a systematic manner. When some difficulty was encountered, the work was abandoned and a new place was started. Natural ventilation was depended on and, because the workings did not extend any great distance underground, no trouble was experienced from dangerous gases. When workings became so extensive as to require better ventilation, the old method of furnace and stack was resorted to. Workings were driven so as to give natural drainage wherever water was encountered, the lack of power preventing the working below water levels.

Preparation of the coal for market was a very simple procedure. In many cases no screening plants were built on the surface but the coal was forked in the mines and the fines left in. Contrasted to this are the elaborate screening and cleaning plants costing upwards of \$350,000 now to be seen at Carbon County mines.

In certain places in Emery and Carbon Counties where the coal beds are from ten to thirty feet in height, the early settlers started mining from the outcrops and, as the opening grew larger, would drive their wagons into the mine and load them directly from the coal face.



Utah Fuel Company's Coal Preparation Plants at Castle Gate. Left: Tipple where lump coal is cleaned and sized. Right: New \$350,000 Washery where coal of three inch and smaller is scientifically washed, sized, blended, dust proofed, etc.

As the territory increased in population and railroads commenced to be built, the demands of industry, metal mining, and railroads together with domestic demands served to stimulate coal mining and caused the operators to develop the mines in more modern ways.

The class of labor along in the 70's and 80's included many skilled coal miners from Scotland, England, Wales, and Ireland together with a few Germans. These men were what are called "pick miners." They cut the coal with hand picks whereas in these later days all this work is done by cutting machines. Some evidences of the skill of these miners could be seen up to a com-

paratively recent date in some beautifully arched entries in the Utah and Winter Quarters mines of the Pleasant Valley district in Carbon County. One such entry appeared as if it had been chiselled, so close were the pick marks, and but a shell of coal, scarcely an inch thick, was left in the roof.

The room and pillar method of mining was employed almost universally. Some attempts at long wall were made; but the roof was generally so strong and the cover so great that roof control was most difficult, if not impossible, by hand work, and the method was discontinued.

The longwall system in general is more adaptable to scientific coal mining with the modern use of machines, and the tendency at the present time is to attempt some modification of it with the adoption of mechanization.

As progress in coal mining was made throughout the United States, the operators of Utah kept pace and indeed inaugurated some practices that were far ahead of customs in other parts of the country. One such practice was the piping of the mines and sprinkling them with water to reduce the coal dust hazard. It was recognized in Utah long in advance of the rest of the United States that coal dust is explosive of itself and that the presence of methane is not necessary either in the initiation or propagation of a dust explosion. Another safety measure inaugurated by Utah coal operators was the detonating of all blasting shots by electricity after all men and animals were outside the mines. On more than one occasion this has saved many a life, and effective sprinkling has undoubtedly served equally as well.

Utah is now noted for having the most stringent coal mining regulations of any state in the Union. These, as all laws and regulations for the safety and well-being of humanity, are the results of sad experience. Human forethought cannot foresee and therefore forestall all dangers, and it is the great disaster and investigation afterwards that lead to progress in the safeguarding of life and property. Utah has had two great coal mine disasters. After the first, regulations regarding the use of powder and wetting down the mines were made. After the second, a quarter of a century later, regulations regarding the handling of gas, the use of water on cutting machines, rock dusting, and the prohibition of open lights in coal mines were adopted.

Utah's great coal deposits are not, as a rule, found near towns where the miners can live; hence it has been necessary to

build towns at the mines. These towns in the last two decades have been greatly improved until some are more modern and attractive than the average country town. The well-being of the miner and his family has been given a great deal of attention, for it has been long recognized by Utah operators that well-paid and contented employees are the best insurance against strikes which have proved so troublesome and caused such a large economic loss in other parts of the country. As a result, although there have been two strikes in the last twenty-five or thirty years, there have been no complete tie-ups or cessations of production.

As coal mining increased, the towns of the district adjacent to the mines increased in size and importance; and the agricultural land began to be taken up and cultivated. The mines furnished the opportunities for the ambitious to earn large wages—higher, as a rule, than any other obtainable except in occupations requiring skilled mechanics and indeed higher than many of these. With the money saved many of them left the mines and set themselves up in some kind of business. Farms were bought and communities were built up which depend upon the trade of the coal miners for their existence. Any depression in coal business is immediately felt in the surrounding communities and in turn through all the State.

As coal mining is a seasonable occupation—the greatest demand being in the season after harvesting—many farmers make it a practice to work in the mines during the winter. This has enabled many of them to pay for their farms and to raise money to tide them over crop failure or periods of low prices for farm products. How much this has affected the well-being of this State is difficult to estimate in dollars and cents, but from the experience of many the amount must run up to imposing figures.

It is interesting to note the extent to which the foreign miners, particularly the Italians, have bought small farms with their savings obtained as a result of working at the mines. It seems to be a natural tendency for them to return to agricultural pursuits. Likewise, it will be noticed that the Greeks have gone into the raising of sheep and goats, or to a large extent entered the restaurant and confectionary business. Most of the money necessary to enter these pursuits has come from their savings at the coal mines.

LEASING OF GOVERNMENT LANDS

The Leasing Act of 1921 and the application of the "Geological Inference Theory" to the determination of ownership of coal lands has not been a benefit to the State, public, or coal mining interests as a whole.

The assumption that coal was in a tract of land because the coal-bearing measures extended into the tract clouded title to great areas of public land that had been filed in many years before the Geological Inference Theory had been invoked. It led to many law suits and hearings before the land office, caused the State and some operators a great deal of expense, and retarded in many cases the normal extension of operations in or towards disputed territory.

The enactment of the 1927 bill tended to quiet many of these questions and permitted the State to obtain revenue through the leasing of such now-entered mineral lands that were not reserved by the United States at the time of the admission of Utah as a state.

By the Leasing Act the State has been deprived of considerable revenue through sale of lands and consequent taxation of them.

TAXATION

The State Legislature of 1919 enacted a law for the taxation of coal properties which very materially raised the income to the State and at the same time increased the cost of coal. By this act all lands containing coal were to be assessed at their full value. Machinery, improvements, and surface also were to be assessed at full value, but no method of fixing values was included in the act. The determination of this full value led to many conferences between the Board of Equalization and its experts and the coal operators. The Board finally decided to fix a value per ton on coal in the ground. This made necessary a survey of the coal areas to determine coal contents, and because of limited definite knowledge of the extent of coal beds in firm outcrops, the Geological Inference Theory was again resorted to. The application of this theory to the method of fixing values makes it a poor investment for large land owners to retain ownership; for by the time some of the interior lands can be developed,

the value of the investment would be more than could be realized from the mining and sale of the coal unless the market price had increased greatly as mining costs increased with the extent of the workings. Another inequitable feature of the method of valuation is that it values all coal equally, making no allowance for quality or cost of mining. Thus one coal bed, which, because of inherent mining difficulties, may cost fifty cents a ton more to mine than another, is, nevertheless, valued the same. Figures compiled by the Board of Equalization show that the average tax per ton of coal mined by fifteen companies in Carbon County amounted to 6.8c with a range of from two cents to 18.8c per ton.

Illustrative of the increase in assessed valuation of coal lands and properties the following table is given:

ASSESSED VALUATIONS

COUNTY	1917	1920
Carbon	\$ 6,790,420	\$14,225,602
Emery	1,200,023	1,489,201
Wasatch	64,543	231,491
Summit	2,438,291	2,661,167
Iron	65,735	432,254
Duchesne	13,887	51,932
	<u>\$10,572,899</u>	<u>\$19,091,647</u>

Coal production of Utah by ten year periods beginning 1870, with average value at the mine:

	Tons Produced	Value	Average Value Per Ton
1870-79	312,962	488,288	\$1.56
1880-89	1,655,501	3,209,516	1.94
1890-99	4,686,753	6,481,280	1.38
1900-09	16,384,819	22,913,572	1.40
1910-19	34,974,518	69,801,206	2.00
1920-27	38,129,982	107,850,500	2.83*
Totals	96,144,535	\$210,744,362	\$2.19

*Eight Year Period

The increase in value per ton since 1909 has been almost entirely due to the great increase in miners' wages, and to the increase in taxes and cost of materials.

The increase in production during the last decade has not been at the same rate as for previous periods. This is due to many factors. First, population and industry in territory served has not increased to the same extent as previously. Next, there have been great improvements in coal burning appliances, particularly for generation of power, resulting in marked economy in consumption.

The domestic use of coal has decreased because of the doing away, to a large extent, with the use of coal for cooking by the substitution of gas and electricity, the grouping of a considerable proportion of urban population in apartment houses which use far less coal per person for heat, and, to a less appreciable extent, by the use of gas and oil for heating. In railroad consumption the amount of coal now used is less than before oil was substituted on some of the roads which formerly used large quantities of coal, and those railroads still using coal have so improved their motive power and road beds that they are doing the same work as before with one-third less coal.

Hydro electric power has displaced in the neighborhood of one-half million tons of coal per year formerly used in power plants.

Within the last year or two the Utah Copper Company has changed to electricity for operating their shovels, thus displacing a considerable tonnage of coal.

The metallurgical processes have also changed so that no longer are great tonnages of coke made from Utah coal shipped out of the State; and much less coal is used in reverberatory furnaces, having been replaced by oil.

In spite of all these adverse influences the coal industry has shown a steady increase up to the last four or five years. It is now facing another serious competitor in natural gas which so many people who think only of smoke and know nothing about the economic value of the coal industry to the state are trying so hard to get in.

Because of the serious effect the introduction of natural gas will have upon Utah's second largest industry if the hopes of the proponents of natural gas are realized, it may be well to briefly summarize the testimony of competent, interested witnesses before the Public Utilities Commission of the State.

The information brought out that the natural gas interests expect to supplant 850,000 tons of coal. If the production of

coal were reduced this amount, it would curtail the use of coal for railroad motive power from 50 to 85,000 tons; or the total amount of coal supplanted would be about 935,000 tons per year—about one-fifth of the production of the state. This means that the 725 to 750 miners needed for the production of that much coal plus the other mine workers necessary to load this amount for shipment make a total of approximately 800 men who would be thrown out of work, seriously affecting the living of about 4,000 people.

The payroll would be cut \$1,044,000 or more per year.

It would diminish the purchasing power of the coal operator about \$314,000 and their earning power approximately \$2,000,000 annually.

The railroads serving the main producing coal mines have approximately \$35,000,000 invested in trackage and equipment built or assigned solely for transportation of coal.

The loss in freight revenue to the railroads would make the maintenance of equipment and service difficult and would reduce the possibilities of cheaper freight rates on other commodities shipped into and out of the state.

The loss of tonnage and resultant revenue to the coal producers would make their costs higher, would possibly mean the closing down of mines and loss of investment of owners, would mean a loss in taxes to the state, and would preclude any possibility of reduction in price of coal to consumers.

A conservative estimate of the cost to consumers for converting coal-burning equipment to the use of gas for heating purposes would be \$4,000,000.

Throughout the United States the percentages of gas used by domestic and industrial consumers is about 22% domestic and 78% industrial consumption. In this state, however, which has no market with which to induce manufacturers to establish themselves here, the percentages will be very different and the average cost of gas to consumer will be higher. Assuming a low cost for gas, fifty cents per thousand, the total amount paid yearly would be about \$4,000,000 per year, practically all of which would go out of the state as the revenue from taxes on pipeline, administration, and operating expenses would be very little. Hence we would have an enormous drain on the people going out of the state annually for something which would only in part alleviate the trouble.

It will not serve to develop and build up the state's resources but will mean an economic loss that will be severely felt.

PROCESSING

The utilization of coal is undergoing radical changes—necessarily slow, but nevertheless sure.

Science has discovered many uses for the ingredients of coal and mechanical engineering has greatly improved the means for converting raw material and the development of its higher uses by processing.

Experimenting has been going on for years; and as necessity creates the demands, processes have been evolved whereby coal may be broken up into many valuable constituents and still leave a solid fuel which people can use with their present equipment with satisfaction and economy and do away with the unpleasant features resulting from the burning of raw coal.

Such processes applied to Utah coal would solve the smoke problem more efficiently than any substitute, because the product could be universally used. It would develop the state's resources and bring revenue into the state. From every standpoint this is the procedure to follow; for it must be remembered that to make smoke prevention effective a fuel must be obtainable at such reasonable price and of such character that it can be universally used. It must be suitable for domestic, industrial, utility, and transportation requirements, not alone within the city limits but throughout the whole of Salt Lake and Utah valley as investigation has shown that much of the smoke and fog in the city of Salt Lake comes from the territory outside.

From the processing of coal there can be made sufficient gas for domestic purposes and for those who wish to heat with gas. There will be produced smokeless char which can be used in large heating units by both hand-firing and stoker methods. There will be produced to meet conditions smokeless briquets of varying sizes which can be used in all present coal-burning appliances and shipped to other points where an easy burning smokeless fuel will be in more demand than raw coal. Finally, there will be produced a pitch as a by-product which can be reduced to the many commercial uses it is now being put to throughout the rest of the world.

COAL DEPOSITS

It cannot be said that the extent and quantity of Utah's coal deposits have been definitely ascertained, but it is estimated that of the 84,990 square miles comprising the area of the state 13,130 square miles contain workable coal deposits. Some deep deposits in Carbon and Emery counties have been shown to exist by drilling for oil but their extent has not been proved. It is not known if they have been included in the estimates made by the U. S. G. S.

The figures as published in 1925 are as follows:

Semi-bituminous coal	5,156,000,000	tons
Bituminous	88,184,000,000	"
	93,340,000,000	"
Exhaustion estimated	86,839,756	"
Reserves	93,253,160,244	"

This would indicate that scarcely one-tenth of one per cent of the total coal resources of the state have been exhausted in the forty-eight years during which records have been kept. The percentage of exhaustion for the whole United States is about seven-tenths of one per cent.

When dealing with such enormous quantities of which the only fairly accurate figures are those of production and loss, comparisons must need be inaccurate; but it is possible that the recovery in mining in Utah is somewhat greater than the average for the United States. For example, the recovery of coal in Illinois is said to be between 40 and 50% of the total contained in the area mined, whereas in Utah it was estimated some time ago to be around 60%.

COAL DEPOSITS GRADES

There are several different grades of coal found in the state ranging from lignite to a rather poor anthracite, but most of the production has come from the high grade bituminous deposits in Carbon and Emery counties. The lignites, because of their

tendencies to air slack and to spontaneous combustion, are generally used in the immediate vicinity of the mines.

The coal of Grand County, because of the high fusion point of its ash and also because of its higher ratio of fixed carbon to combustible, is commanding a market which demands a sootless and comparative smokeless fuel.

The coal from Carbon and Emery is widely used throughout the West. In common with Grand County coal it stands shipment and storage well and loses no appreciable amount of heat value from weathering. The coal of the Sunnyside district has long supplied the metallurgical coke used in lead, silver and copper smelting operations west of Colorado and of late is being used for iron blast furnaces in this state.

Analyses of coals from different parts of the state vary considerably and average analyses are difficult to determine.

Typical analyses of the coals would be about as follows:

Class of Coal	Moisture	Combustible Volatile	Fixed Carbon	Ash	Sulphur	Btu
Sub-bituminous	14.2%	36.0%	44.8%	5.0%	1.4%	10,630
Bituminous	4.4	39.8	49.6	6.2	0.7	13,020
Semi-Anthracite	9.5	13.2	49.2	28.6	3.6	8,860
Anthracite	8.2	4.4	58.0	29.4	2.3	8,910

COAL MARKETS

No accurate data are available which show the amount of coal shipped out of the State, but a conservative estimate would place it at about forty per cent of the total output. This goes to Nevada, Arizona, California, Oregon, Washington, Montana, and Idaho—some even to Alaska. To the East some goes to Colorado, Nebraska, Kansas and Missouri.

Were it not that Utah coal is superior to other coals reaching these states, it would not compete because of the high freight rates against it. Thus the freight from Walsenburg, Colorado to Lincoln, Nebraska is \$5.00 per ton while from Thompson, from which Utah Grand coal is shipped, the freight rate is \$6.52 per ton to Lincoln. From Carbon County it is more.

The population of the western states in which Utah coal is used is 9,191,400 as estimated by U. S. Census experts as of July

1, 1928. Utah's population is given as 522,000 leaving 8,669,400 as the population of states taking our surplus coal.

On the assumption that Utah ships 40% of its production outside the state the average consumption per year per capita of Utah coal in these outside states to the West is less than a quarter of a ton.

The average consumption per capita per year for the United States is about five and a half tons. As the consumption in Utah very nearly reaches this figure, it would appear that the future of the coal industry in this state must depend on maintaining the home market and increasing the foreign market. This must be done in the face of competition from all other kinds of fuel and sources of power. The fact that Utah operators have been able to sell as much outside the state with high freight rates and keen competition speaks well for the quality of the coal and excellence of preparation.

OPENING FIRST COMMERCIAL COAL MINE DESCRIBED

By A. C. WATTS

The late Milan L. Crandall was the director of the Pleasant Valley Coal Company, which opened Utah's first commercial mine. George B. Matson dug the first load of coal. The late M. O. Packard was an organizer and leader of enterprise. It was these three men who laid the foundation of important Utah industry. George B. Matson, who resides in Springville, Utah, holds the honor of being one of the pioneers who opened the first commercial coal mine in the state of Utah.

In the spring of 1876 Mr. Matson, then a youth of 21 working on the wagon road, started from Mill Fork, twenty-four miles up Spanish Fork canyon, to connect with the coal deposits in Pleasant Valley, now known as Winter Quarters and recently abandoned by the Utah Fuel Company after more than a half-century of steady production.

The Pleasant Valley Coal Company headed by the late Milan O. Packard of Springville had then been recently organized. Other directors of the company were Martin Crandall of Springville, Warren D. Child of Ogden, Frank Pritchett, Lark Thompson, and John Thompson of Fairview.

The building of the twenty-four miles of road into Pleasant Valley was started in the spring of 1876. One day while Mr. Matson was working on the road, M. O. Packard came along with the surveying party headed by J. Fewson Smith, a Salt Lake engineer and father of the present J. Fewson Smith, mining engineer of the United States Smelting, Refining and Mining Co.

STARTS OLD NO. 1 TUNNEL

"When we arrived at Pleasant Valley, later the site of Winter Quarters," said Mr. Matson, "we started right in to survey the Pleasant Valley township and later we did assessment work on the claims. Phil Beard, John Nelson and I started the No. 1 tunnel and drove the first hundred feet into the hillside. Later, thousands of tons of coal were hauled out of this entry.

"I helped dig from the 'Five-foot vein' the first load of coal ever shipped out of the valley. With a mule I packed the coal in sacks down the hillside, where it could be loaded on the wagons. It was hauled by mule team to Springville by Milan and Myron Crandall, both of whom still live at Springville.

"Pleasant Valley, a beautiful country, had well water and abounded in game. The town was named Winter Quarters because John Nelson and Abram Taylor, who were holding the claims for the owners, wintered there during 1875. We saw plenty of deer and bears. A trap built in Mud Creek furnished us with all the trout we wanted. On one occasion, I shot a deer from the tent doorway. Deer used to come running into the corrals with the calves.

BEAR HUNT PROVES DISAPPOINTMENT

"One night, as we came along the trail, we saw what we thought was a cub bear in a tree. We thought it would be an excellent idea to get him for a pet, so we built a fire and sat up all night, thinking that in the morning he would be ours. When morning dawned, we found that we had been guarding a tree in which a porcupine had taken lodging and not a bear."

The wagon road was finished early in 1876 and the hauling of coal to Springville by team started in the fall of the same year.. Mr. Matson pays a high tribute to the late Milan O. Packard, the Springville merchant, whose energy and foresight accomplished so much to develop the resources of the Winter Quarters district. Later, Mr. Packard promoted the building of a narrow-gauge railroad to Winter Quarters, which operated until the branch railroad from the Denver & Rio Grande line at Colton was built into Winter Quarters.

"Milan Packard," says Mr. Matson, "was a great leader and a real benefactor to the community. He accomplished much of worth and built up a splendid reputation for himself."

THE UTAH FUEL COMPANY—THE PIONEER COAL COMPANY OF CARBON COUNTY

When the request was made of me to write a brief history of the Utah Fuel Company, the pioneer coal mining company of Carbon County, I realized that to do so I must primarily give

my article on the Pleasant Valley Coal Company, as today there are literally two companies.

The Pleasant Valley Coal Company owns and operates the Winter Quarters, Castle Gate and Utah mines and the Utah Fuel Company owns the Sunnyside, Clear Creek and Somerset, Colorado mines. The former, or parent company, is a Utah corporation and the Utah Fuel Company is a New Jersey corporation. Both companies are managed and directed by the same force of executive officers and practically one board of directors.

The Pleasant Valley Coal Company was organized about 1876 at the time the Sanpete and Winter Quarters mines were opened; the Utah Fuel Company was organized in 1887. The consolidation of the two companies took place in 1899 or 1900.

In June, 1877, Peter Moran and fourteen other men of Scotch and Welsh nationality came over the hills on foot from Huntington Canyon Mine, later known as the Deseret Mine and now as the New York Mine (Property of the Pleasant Valley Coal Company), and settled in Pleasant Valley. They commenced opening up what is now known as Winter Quarters Number 1 mine, so named from the fact that the miners had intended to leave before winter, but a joke of the weather man compelled them to remain until February, 1878. When their provisions became exhausted, they left on foot, walking to Tucker.

At that time Pleasant Valley was in Sanpete County, but when Carbon County was formed in 1894, Winter Quarters became a part of it, thus making this the first coal mine opened in Carbon County.

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Considerable difficulty and disadvantage was experienced due to poor transportation facilities; and, as a result, development was retarded. For some time two and four horse teams came from Springville and Provo and hauled the coal from Winter Quarters. It sold for from \$4.00 to \$5.00 per ton. The time occupied in making the round trip was four days and trips could not be made during the winter months.

About the year 1879 a narrow gauge track known as the "Calico Road" was constructed from Tucker to Winter Quarters. The road was built by a Springville merchant who paid the employees in merchandise, chiefly calico. Hence the name "Calico Road" was applied.

The track was laid with twenty pound rails and ties hewn from the hillside. The coal cars were of five tons capacity, and

twelve cars constituted a train load. The small engines may still be seen standing in a yard adjacent to the D. & R. G. W. main line at Springville.

The trips were not run on schedule, and when a train arrived in Winter Quarters, the miners went in the mine and loaded the coal into pit cars which were dumped into the railroad cars. While this was being done, the crew took their rest as it was not unusual for trains to arrive between 10 p.m. and 5 a.m. No matter when the trains came, however, the miners knew it was their signal to go to work. After the railroad cars were loaded, the miners went home until another drag came in.

This method of transportation was kept up until late in the year 1880 when the Rio Grande completed a narrow gauge up through Fish Creek Canyon from Colton to Scofield. Colton was then known as Pleasant Valley Junction and Scofield as Wye, deriving its name from the fact that a wye had been constructed to facilitate the turning of the engines. No houses were built in Scofield until years later.

While twelve cars constituted a train load on the new railroad, the capacity of the cars was from ten to fifteen tons per car, so instead of sixty tons being a load as it had been, it was increased to approximately 145 tons. This was the first sign of improving transportation facilities in Utah.

About the year 1879 the lease of the Winter Quarters mine passed from Peter Moran to Jim Bagely and then in 1880 the lease was taken by Bishop Williams on a five-year term. The Bishop started a commissary inside the mine, but due to pilfering on the part of his workers he soon abandoned the idea.

It might be mentioned that when Winter Quarters was opened, the first experiments made were approximately the same as are being tried at the present time, namely to test the coal as to its coking qualities. Twelve coke ovens of rather an antiquated type were built, and extensive coking tests made. Poor results, however, were obtained from these tests. The coal, after it came from the ovens, was only charred with absolutely no coke structure visible.

No mining machines were on the market and the diggers were requested to do as much picking as possible in order to produce sufficient slack for the ovens. Experiments were so crude that when coal was crushed for test purposes, it was run through a coffee mill. Presumably the men in charge of the mine realized

they were incapable of making coke, so word was sent to a Mormon Missionary in England requesting him to make an effort to get a coke man to come to Utah and take over the coking plant in Pleasant Valley. The marvelous sum of \$2.50 per day was offered as an inducement.

Mr. T. J. Parmley, who was then a resident of England, was consulted. He suggested a certain man with coke experience, but as the consideration was not sufficiently attractive, the deal fell through.

The making of coke in Pleasant Valley was a complete failure—not due to lack of knowledge on the part of those in charge, as they then thought—but simply because the coal did not have coking qualities.

In the year 1880 the Pleasant Valley Coal Company opened up Mud Creek Mine now known as Utah Mine. Operations were suspended before development work had greatly extended, but again in 1883 they were resumed under protest from Bishop Williams, lessor of Winter Quarters mine. His assertion was that it was an infringement on his lease and the market could not take care of the production of both mines. By that time the available production of Winter Quarters had increased to from 250 to 300 tons and Bishop Williams argued that his lease was quite capable of supplying the demand.

At the reopening of Utah Mine the company sent in Chinese labor. On their behalf I will say that there is still standing a portion of the mine entry that was driven by them, and it is as beautiful a piece of work as one could wish to see in a coal mine. Evidently no powder was used for blasting. The entry was driven exclusively with pick work. The sides are perfectly straight to a certain height and the roof is semi-arched. Due to the method of working, this entry will stand indefinitely.

A short time after the Chinese were imported into Pleasant Valley, white labor started to come in and naturally resented the presence of the yellow men. When white labor was strong enough they brought the situation to a climax and took the law in their own hands. One day they herded the Chinese into a box car, fastened the doors, and started the car down grade. Fortunately, the car kept the track until it reached a place near Hales where there is an adverse grade. It stopped there, and evidently the "Chinks" traveled the rest of the way on foot. At least they have not been seen in Pleasant Valley from that day to this.

In spite of the asseveration of Bishop Williams the Utah Mine was developed until the year 1885 at which time the Pleasant Valley Coal Company took over the working of Winter Quarters, under the supervision of W. C. Sharp, and again shut down Utah Mine. The production then had reached a normal tonnage of 7,000 to 8,000 tons per month, although this was very materially increased due to labor trouble in Colorado which necessitated the shipping of coal to that state and east of Green River, Utah for railroad engines. The biggest one-day production was 950 tons. It took ninety-five railroad cars to transport this amount. Due to a declining market the production gradually fell to 2,700 tons in 1886.

As time went on and market demands increased, mines numbers two, three, and four were opened up but later abandoned. After working continuously since 1877, Winter Quarters Mine is still capable of producing about 1,700 tons daily.

Winter Quarters mine has some faulty conditions and a poor roof, but despite this, work has progressed very satisfactorily except on May 1, 1900 when the disaster occurred which took the lives of so many men.

Prior to this accident coal dust was not considered dangerous unless in the presence of certain proportions of explosive gas. No explosive gas has ever been found in Pleasant Valley; nevertheless, a disastrous coal dust explosion occurred. This incited the origin of the sprinkling system with the Pleasant Valley Coal Company, as well as with other coal companies all over the United States. In fact, sprinkling is now compulsory by law in this and other states.

In 1882 the then Utah Central opened up what is known as the U.P. Mine and in 1884 the railroad track up through Fish Creek Canyon was standard gauged by the Rio Grande. The Utah Central ran from Ogden to Filmore. This company planned a road into Scofield to haul their own coal; but the project did not mature; and as long as the Utah Central operated the Scofield Mine, the coal was hauled over the Rio Grande to Provo.

It was in this mine on the morning of January 1, 1884 that the McLean man and his son were suffocated by smoke from a fire at the mine portal.

The Company, seeing the absolute necessity of placing on the market a better commercial product, sent some men into Price River Canyon to do some prospecting which resulted in

the opening of Castle Gate Number 1 mine in the year 1888. From this mine a grade of coal was furnished that was very acceptable as a domestic fuel in Salt Lake City and surrounding towns.

In the year 1898 Sunnyside and Clear Creek were opened. Number 2 mine at Castle Gate was opened during the year 1912, and we are now sinking the first shaft mine in the state of Utah, which will be known as Castle Gate Number 3.

Castle Gate coal was also extensively tried as a coking coal. About seventy ovens were built; and, although the coke was not very desirable, it was accepted until the opening of Sunnyside Mine which produced what proved to be one of the best coking coals in the West. For a few years the coal was shipped from Sunnyside to Castle Gate and coked in the ovens at that camp.



Pulling Coke, Sunnyside Coke Ovens. About 1909.

Today Sunnyside is the largest Bee Hive coking plant in the country under one supervision. It is true that there are coking plants with a much larger production than Sunnyside, but not under one supervisorship.

The demand of the great World War made on our resources necessitated the enlarging of Sunnyside plant. There are now 819 ovens ready to operate, but we all hope that it will not be

necessary to use them under the same circumstances that some of them were built for, and all of them operated for during the strenuous times that we in general and you boys in particular experienced during the years 1916, 17, and 18.

Something should be said regarding the progress made in improved mining conditions and safety methods. Our shooting systems of then and now differ greatly. The miners once went to the distributing powder magazine with their gunny sacks and received a twenty-five pound keg of black powder which they packed into their working place and put along the rib until they needed it.

A pick was used to punch a hole through one end of the keg when powder was desired. This hole was plugged with a wad of paper when they were not preparing a shot. After making a cartridge out of newspaper, capable of holding from one to three pounds of powder, they would invariably pour the powder from the keg into the cartridge, with their oil lamp burning on their cap and quite often a lighted pipe in their mouth. This was a real menace to safety as a spark was very likely to fall from either of them into the powder.

Today the miners are using a permissible powder approved by the Bureau of Mines. They still call at the distributing magazine on their way to work, but only receive a specified amount of powder which they must carry to their working place in a non-conductive canvas bag and put in a locked wooden box. During the afternoon the shot inspectors go around and after inspecting the shots deliver to the miner an electric detonator for each shot prepared. The miners connect up the electric wires to their shots before going home after which the inspectors make another examination of the places and throw in the necessary switches to connect the shooting line to the power lines. After all men and inspectors are out of the mine, inspectors shoot all shots simultaneously from the main shooting switch which is located at the side of the mine portal.

In order that it might be definitely known when all men were out of the mine, some method of checking had to be devised. In olden days men went in and out at any hour and the only ones who knew whether a miner was in the mine or not were his family or someone who accidentally saw him enter.

The present day system makes it compulsory for all inside employees to leave a check with his number on it before entering

and take it off the board when coming out. The checkman enters each number in a book opposite the name, nationality, and working place. In this way a complete record is kept of each man in the mine. When all checks have been taken off the board, the shot inspectors then proceed with the firing and afterwards they again inspect the places and pull the switches preparatory for the next day's work.

Another item that has improved the sanitary conditions is the introduction of the carbide lamp over the old oil torch. The oil lamp gave off considerable smoke and no matter how good the ventilation, a notable quantity of smoke was present in all working places. Winter Quarters' ventilation was so poor that miners had to burn wax or tallow in a solidified form which melted as it was put in the lamp. This generated less smoke than the lard oil used later.

Sunnyside Number 1 mine has been considered a gaseous mine, and in the year 1908 the Wolf Bennetted Safety Lamps were introduced. These lamps gave a three-quarter candle power light. In 1915 these were replaced by up-to-date Edison Electric Lamps which give a three candle power light.

Another improvement which is a great factor is the ventilation system. In the primary days of mining, even in Utah, air circulation was made by heating the return air. This was usually done by building a chimney or stack on the return side. The top of this stack necessarily had to be higher than the intake opening. At the bottom of the stack a furnace was kept burning. This rarified the air and kept up a circulation which was more or less undependable. This system was known as furnace ventilation.

Today all the Utah Fuel Mines are equipped with a modern steam or electrically driven fan capable of circulating a volume of fresh air through the mine varying from 150,000 to 250,000 cubic feet per minute, depending on the extent of the workings, the number of men and animals in the mine, and the amount of gasses given off.

Mining machines were introduced in Utah in Castle Gate Number 2 mine in the year 1912. The company today has something like sixty-five machines of various build and since 1912 they have rapidly replaced the old time pick miner.

Inspection of mines has also advanced steadily. When coal mining was in its infancy in Utah, men were allowed to go in

the mine without any examination of the working places being made; in fact, the miner was supposed to examine his own place before commencing work.

Today we have qualified men, known as gas or roof inspectors, who make a thorough examination for gas, bad roof, and side conditions at a stated time before anyone else is allowed to enter. All miners must see these inspectors and receive a report of the conditions of their working place.

No greater tribute could be given any company than that which has been paid the Utah Fuel Company by the fact that a great number of its employees who started to work when the company commenced operations are still with us.

Mr. F. N. Cameron, who is now executive head of the company, started firing a furnace when a boy in Utah Mine and steadily advanced until in 1903 he was made general superintendent of all operations. True, in 1906 he severed his connections; but the credit and honor of his previous work lived on, since in 1922 he was chosen from among a large number of mining men to guide the destiny of the company.

James Simms and Joe Richards were two of the fourteen men who came from Sanpete County and shared the vicissitudes of that first winter in Pleasant Valley and they are still working there.

The first mine foreman of Winter Quarters, William Angus, is still in the employ of the company and holds an official position in Somerset, Colorado.

Mr. T. J. Parmley has had forty years continuous service at Winter Quarters and is now superintendent at that camp, a position he has satisfactorily filled for at least twenty-five years.

I could enumerate quite a number who have practically spent their entire active lives in faithful service for a company that has continually endeavored to live by the golden rule.

From a very humble beginning in the year 1877, the Utah Fuel Company, which term embraces or typifies the Pleasant Valley Coal Company, has developed into one of the largest coal producers in the West. To give a concrete idea of its expansion, permit me to mention some illuminating figures.

In 1877 the lessor of Winter Quarters mine dreamed of the day when he would be able to produce 250 tons. All the coal produced in the district was less than 200 tons at that time, and the market could not accept more than that.

Today Carbon County is capable of producing in a single day approximately 30,000 tons, and of that amount the Utah Fuel Company can produce from 9,000 to 10,000 tons. Their peak production was reached during the year 1918 when the total tonnage from their Utah mines together with the mine at Somerset, Colorado was two and one-half million tons.

When the first taxes were collected in Carbon County in 1894, the Pleasant Valley Coal Company paid into the county treasury \$2,452.64, which was approximately 30% of the County's total tax.

For the year 1921 the Utah Fuel Company paid \$193,000, which was approximately one-third of the total taxes collected. In 1922 they paid into the treasury \$182,000, which was more than one-fourth of all taxes.

Today the Utah Fuel Company is paying county taxes equal to three times as much as our closest competitor and as much as all other coal companies combined.

In addition to being the pioneer coal company, the Utah Fuel Company is literally the organizer of Carbon County. It is questionable if any company has done more toward the upbuilding of the county than this one.

Since operations started in each of their camps, the voting population has steadily increased until they are now such a large factor in Carbon County and its affairs that even aspirants for prominent political offices cannot afford to neglect the camps and give them a cold shoulder.

The company is a living monument to industry, for nothing less than the ceaseless integrity of those who have given so much to the work has made the company what it is. As the world advanced, they advanced with it. I sincerely believe that we shall continue to grow and that we will be able to hold our place in the heart of Carbon County for many years. Although the early growth was hindered by almost unsurmountable obstacles, those at the helm had explicit faith in the ultimate success of the company. This success has again proved the value of Addison's maxim on industry:

"Mankind is more indebted to industry than ingenuity; the gods set up favors at a price, and industry is the purchaser."

INDUSTRIES, OTHER THAN COAL, WHICH WERE IMPORTANT IN THE DEVELOPMENT OF CARBON COUNTY

ARTHUR E. GIBSON

The various articles written on the development of Carbon County's principal industry, coal, have been very interesting; but something should be said relative to the other industries, which, in the early days of the development of the County, were of very great interest to our pioneer citizens.

The writer came to Price on the first of February, 1889, and was employed jointly by the Denver and Rio Grande Western Railroad and the U. S. Government War Department as a telegraph operator. A telegraph line was running at the time from Price to Ft. Duchesne and thence to Vernal.

Ft. Duchesne had been established in 1888 and there were about 500 soldiers stationed there from 1888 to 1905. During this period of time all the freight destined to this post would be shipped to Price by rail and forwarded to Ft. Duchesne by wagon transportation.



Price Co-op and Freight Outfits.

The date 1905 is given as the end of the period due to the fact that in 1905 the Uintah Railway was built from Mack, Colorado to Dragon, Utah for the purpose of hauling gilsonite

from the gilsonite mines to the main line of the Denver and Rio Grande Western, thus eliminating the haul to Price for both the gilsonite and the Government supplies.

In addition to the military post, supplies for the two Indian Agencies, White Ricks and Ouray, and the civilian settlements in Ashley Valley, including Vernal, were shipped out of Price.

The transportation of all of this merchandise naturally required a great many men and teams. A Quartermaster Agent, who supervised the loading of all War Department material, was located at Price. For the Indian Agencies the Indians themselves did the hauling with their own teams under the supervision of what was known as Indian Farmers, i.e., white men employed by the Indian Department to supervise the work. Our Price businessmen would bid against each other in getting the contract to haul the War Department supplies out to the post.

The successful bidder would be in a position to take a contract also for hauling in the gilsonite, which was then coming into quite extensive use. Thus, by having a "haul" both ways, the contractor could make a better profit.

Most of our farmers and early settlers were, therefore, also freighters. Money was not as plentiful in those days as it is today and any farmer who had either two, four, or six good horses and a couple of wagons would be ready at most any time to make a trip on the freight road. It was customary for these men to keep in touch with the merchant having the transportation contract, and whenever a load was available, he would be ready to go. Of course, these men would have to run an account at the store and usually the trip on the freight road would be applied on his store account. In other words, it was "calico pay" but very much appreciated nevertheless.

Among the most prominent freighters might be mentioned Lee Jessen, Don Johnson, Andrew Allen, Joseph Bunce, Joe Burch, Will Curtis, Albert McMullin, Ras Anderson, Peter Anderson, John Pace, Mike Truman, Joe Neilsen (Nosey Joe), Dave Farnsworth, Joe Mangum, E. Gurr (boss of Big Six), Frank Lang, Joe Harrison, and many others.

After serving one year as telegraph operator, the writer was appointed Station Agent for the railroad company as well as Express Agent for the Express Company and also agent for the Stage line running north out of Price. This brought the writer in direct contact with all freighters, businessmen, and Government

officials. He served in this position until 1895. During this period the merchants who had the Government contract were The Gilson Asphaltum Company, the Emery County Mercantile Company, and the Price Trading Company.

At this point something should be said relative to the hydrocarbons of the region, of which "gilsonite" is only one. In addition to gilsonite, we have in eastern Utah ozokerite, elaterite, wurtzelite, and rock asphalt.

Gilsonite derived its name from Sam Gilson, who was one of the promoters who brought the mineral to the attention of capitalists who commercialized it. Practically all of the gilsonite veins were located on the Indian Reservation prior to 1905. The public, consequently was not permitted to locate these veins; but Sam Gilson and others succeeded in getting a tract of land, where Gusher is now located (near Ft. Duchesne), set apart for public exploitation. This tract was known as the "Strip," which means a strip of land set apart from the reservation for the exploitation of the mineral.

Gilson interested the Barber Asphalt Paving Company, a New York corporation, which succeeded in getting this done by a special Act of Congress. As soon as this was accomplished, the Gilson Asphaltum Company was organized as a subsidiary of the Barber Asphalt Paving Company and operations began for the development of the gilsonite mine on the "Strip." While this deal was being put over, Sam Gilson was a regular visitor at the depot in Price. We were all happy when the deal went through. This was in 1889. Later the writer worked for the Barber Asphalt Paving Company at Mack, Colorado, the terminal of the Uintah Railway where the gilsonite was transferred to the Denver & Rio Grande Western, and learned something of the magnitude of the B. A. P. Company which has operations all over the world. Gilsonite is used principally in the paint and varnish industries. It is a pure asphalt and occurs in vertical veins which parallel the Uintah Mountains on the south, the veins being all the way from a few inches in thickness to as high as eighteen feet.

At the time of the uplift of the Uintah Mountains the sedimentary formations paralleling the mountains were fractured, permitting liquid oil with an asphalt base to fill the fractures. The lighter oils volatilized off, leaving the basic oil which eventually solidified into a hard, brittle, shiny black substance now known as gilsonite.

Ozokerite, which is mined at Soldier Summit, is a hydro-carbon with a paraffin base. It occurs in a bluish clay and is extracted from this clay by a process of mining the clay underground, placing it in vats, and heating it to a point in which the paraffin will rise to the top and can be skimmed off and run into moulds ready for shipment. This is your paraffin wax of today and is used in hundreds of ways, such as in the making of tallow candles, sealing jars of fruit in home canning, and waxing paper and insulations.



The mountain in background is underlaid with 1500 feet of sand asphaltum, which is quarried by the Utah Rock Asphalt Company and used throughout the western country for paving roads.

Elaterite is a hydro-carbon similar to gilsonite, but much softer, and is used as a substitute for rubber in many ways. It is found in Indian Canyon and other places in Duchesne County.

Wurtzelite is a hydro-carbon similar to gilsonite, but containing impurities. For this reason it is not as valuable as any of the others mentioned above. It is also found in Indian Canyon.

Rock asphalt occurs in the Wasatch formation and is exposed at the surface in the vicinity of Sunnyside, Kyune and near Thompsons, Utah. It also occurs on the north rim of the Uintah Basin east of Vernal.

Rock asphalt is a sandstone containing about ten percent of asphalt and is used in the paving of roads. The deposit near Sunnyside has an exposure on the surface about 1,500 feet in vertical thickness which has been exposed by erosion on the face of the cliff. The material is quarried the same as other rock, loaded into aerial tram cars and transported by aerial tramway to the truck road at the foot of the cliff from whence it is hauled by truck to the railroad cars at Sunnyside.

Carbon dioxide gas (CO_2) should also be mentioned as one of the valuable minerals of Carbon County. It was first discovered in Utah in a well drilled by the Utah Oil Refining Co. on the Farnham dome, 5 miles east of Wellington, in the year 1924. According to the log of the well, which is known as Farnham No. 1, the location is in Sect. 12, Township 15 South, Range 11 East. This well was started on August 13, 1921 and was completed on January 8, 1924, at a depth of 3,235 feet. The log bears the following notation:

"At this point two strings of tools were lost and in trying to drill by them, it was necessary to pull the $6\frac{1}{4}$ inch casing and enlarge the hole to $8\frac{1}{4}$ inches, which was done to 3,100 feet (top of the lost tools). After several months of unsuccessful effort to secure the tools the work was shut down."

It was reported that the Utah Oil Refining Company had spent about a million dollars on this well, but as no oil was discovered the well was abandoned.

Later a man by the name of Milo P. Smith secured the leases on the land and interested Mr. Frank Goodwin of Seattle, Washington, who organized the Carbon Dioxide and Chemical Company, the present owners and operators.

For a number of years "dry-ice" and liquified carbon dioxide were manufactured at the wells, but ten or twelve years ago a pipe line was constructed which conveyed the gas to Wellington and a new and more modern plant was constructed. In addition to the dry-ice and liquified carbon dioxide, carbon dioxide cartridges are made for blasting coal from the working face in the coal mines, this gas being non-explosive and not as

shattering on the coal as the ordinary powder, it is preferred by some mines as it makes a better grade of lump coal.

There have been four wells drilled on the Farnham structure and three of them are now producing. The rock pressure at the wells is now about 700 pounds PSI but this pressure is increased to 1,000# at the plant by the use of an air compressor driven by an electric motor. The gas has a little sulphur as it comes from the well, but this is removed by a chemical process before the ice is made, so that the dry-ice is absolutely pure. The gas is cooled by water to a temperature of 50 degrees, this turns the gas to a liquid, then by releasing a 1,000 pound pressure, this causes the gas to go into snow at a temperature of 114 degrees below zero. The snow is compressed into a mold with a 250 ton pressure. The size of the blocks are 11x22 inches which are made in this mold and later these blocks are, or can be sawed into 11x11 inches or smaller if desired.

Dry ice has been made for many years from carbon dioxide, but prior to producing it from wells it was produced at industrial plants such as lime kilns, breweries, etc. As making dry ice from industrial plants required considerable power, it was necessary to locate such plants where power could be procured cheaply, thus the plant of the Dry Ice Corporation of America was located at the Niagara Falls, New York, but this had its advantages as it was near the center of a large population and a market could be found for the products within a short transportation haul, while in this locality it would probably be necessary to ship the products to California in order to supply an extensive market, however, this is now being done and the Carbon-Dioxide & Chemical Company are now selling the entire output of their plant and in the summer months could probably sell more than they can produce.

Carbon dioxide gas was found at the Woodside anticline, southeast of the Farnham anticline, in section 12, Township 19 South, Range 13 East. This structure was drilled by the Utah Oil Refining Company also, but as there was a notable quantity of helium gas associated with the carbon dioxide, this structure was taken over by the U. S. government and made into a Helium Reserve on March 21, 1921. Helium gas is used in "lighter than air" balloons, and as the gas is non-explosive, it is regarded as very valuable especially for war purposes.

The formation producing the carbon dioxide gas in southeastern Utah is known as the Coconino sandstone of the Permian series and is found throughout southeastern Utah and northern Arizona.

At the present time a well is being drilled on the Gordon Creek anticline west of Price in Section 24, Township 14S., Range 8E, by the Pacific Western Oil Company. This well has now attained a depth of 12,146 feet and is, at the present time, drilling in the Coconino sandstone. A recent drill stem test indicated nine million cubic feet of carbon-dioxide gas through a $\frac{3}{8}$ inch bottom hole choke with a 4200 pound pressure. This would be over 20,000,000 cubic feet of gas on open flow.

We understand the Pacific Western Company contemplates the construction of a dry-ice plant near their property. As they will be in a position to produce many such wells on their large holdings, this industry should have great possibilities for Carbon County.

THE CATTLE AND SHEEP INDUSTRY OF CARBON COUNTY

By JAMES LIDDELL

The beginning of the cattle industry, in the area that now comprises Carbon County, can be traced back at least seventy years. At that time, the Whitmore interests were the main cattle raisers, and their area of winter grazing was what would now be known as that section between Price and Woodside. For summer grazing they used to range from Whitmore canyon to Summit Creek, in the park. There were a few other small cattle raisers, using the Park area, while Shed Lunt of Nephi located his cattle at the head of Rock Creek on the Range Valley mountain.



Cattle Industry, Carbon County. Purebred Herefords.

There was no railroad existing between Salt Lake City and Denver at this time. To market the cattle it was necessary to drive them overland to Denver market, which was the nearest. To do all this, cattle raisers would pool their stock going to market and they would be driven in a group. When they reached the market, they received gold for their stock, and they would then return to this area, with the gold safely stored in their saddle pockets. To make the round trip required about three months.

The early day ranges were divided mostly on the honor of the cattle men, with each respecting the reserved rights of the

other. The Whitmores ran their cattle entirely on the north side of the Price River, while Miller Brothers covered the south side. The Millers ran both cattle and sheep, and used the range from Scofield to Cedar mountain. For winter headquarters, they located in what is now known as the Millerton Ranch.

George C. Whitmore located at what is now known as Sunnyside, at the mouth of the canyon known as Whitmore Canyon. A year or so after Whitmore had so located, L. A. Scott Elliot located and developed what is now called the Big Spring Ranch. He developed 800 acres of hayland, and would often buy steers from other cattle men and feed them through the winter to sell in the spring. However, his main interest was in sheep. He used for winter range what is known now as Elliott Mountain, located between Woodside and Green River. He used the range in the Park around Willow Creek for summer grazing.

Mr. Elliot sold his livestock interests about 1894, and Will White and Company of Salt Lake City acquired his ranch, and in the fall of 1897 the new owners brought in 2000 head of cattle from off the Nevada desert. These cattle were wintered at the Big Spring Ranch, and in the spring of 1898, they were moved to Whitmore Canyon. There was a late spring that year, and the range was overstocked. The cattle could not gain in weight and in the latter part of June the same year, they were all rounded up and shipped to Grand Island, Nebraska to pasture.

In 1901, Dr. Andrew Dowd, together with a man by the name of Ketchum, a special agent for the D. & R. G. W. Railroad, and another man by the name of Tom Dilly organized what was known as the Patmos Head Cattle Company. They obtained possession of the Big Spring Ranch for winter headquarters, and used the range above Sunnyside and on the Patmos mountain for summer range. Dilly turned out to have been a man with a shady record from Texas. In the early summer of 1902, in a controversy over the range, he shot and killed a man. Dilly was brought to trial but was not convicted. Most of the cattle from this company was shipped to market late in 1902, and the remaining few were sold to J. R. (Joe) Sharp, who also purchased the ranch, which has been used for dairy purposes since that time. Dilly took the cattle to market and failed to return after he sold them, with any of the proceeds for his partners.

PRESTON NUTTER CORPORATION

The ranch of the Preston Nutter Corporation was not only important in the early day livestock business in this region, but carries on to this day. The original locater on the so called Nutter Ranch at the mouth of Gate Canyon in the Nine Mile region was William Brock. The area was the scene of much bloodshed, starting when a man was killed on this ranch. Later on, Pete Francis acquired the ownership of the ranch and he was killed. Francis was killed in a house which is still standing on the ranch and which is used by the Nutters as a bunk house.

Preston Nutter located in the Nine Mile region early in the nineties, with a large herd of cattle consisting mostly of steers. He acquired several of the smaller ranches along the Minnie Maud Creek, and later purchased the Range Valley Cattle Company holdings on Range Creek, including both land and cattle. Nutters summered the cattle on the Range Valley mountain and in the fall, part of the cattle would be removed on down Range Creek while the rest would be wintered on the lower Nine Mile slope.

Mr. Nutter also had an extensive cattle set-up on the Arizona Strip. He used to raise the cattle there, then brought them to Carbon County to grow them out. Mr. Nutter, always a forceful character in the cattle industry in this section, died about fourteen years ago, and the holdings are now being looked after by his widow and daughters. The original company organized in the Range Creek area was the Range Valley Cattle Company, mentioned above. The Nutter Corporation owns approximately 30,000 acres of land on the Range Valley mountain at the present time.

THE MCPHERSONS

In the fall of 1885, Alexander McPherson and his nephew, Jim McPherson, brought a large herd of cattle to Woodside. They wintered at this point and the following spring moved into Whitmore Canyon, above where Sunnyside is now located. They left the area that fall and located near Provo. A few years later they again returned, locating on the Green River at the mouth of Florence Creek. They used the Green River for winter range and the east end of the Range Valley Mountain for summer.

Alexander McPherson was drowned in the Green River, and the holdings were taken over by his nephew, Jim. Jim fenced the pastures on the summer range to raise pure bred Hereford cattle, being the first man to raise Hereford stock in Carbon County.

SEAMOUNTS

About 1905, Bill and Don Seamount who were brothers-in-law to Jim McPherson, located a ranch on Green River at the mouth of Rock Creek. Rock Creek heads near Nutter's summer cabin on Range Valley Mountain, and runs in an easterly direction and empties into Green River. These Seamount boys developed a nice hay ranch, and stocked it with cattle. Later on they purchased grazing land on the Range Valley Mountain. They operated this ranch for several years, but left this section in the 1920's.

This ranch was later sold to John and Manuel Downard, and the mountain range was leased to sheep men. Downards then acquired several sections of grazing land along Rock Creek, and ran cattle here until 1946. The property is now owned by County Commissioner Ervin Gerber of Wellington.

Henning Olson ran a small herd of cattle about the same time in the same area for several years. Budge Wilcox is now using the same range for his cattle. Wilcox also purchased the Seamount grazing land.

E. C. LEE AND DR. BRACKEN

Early in the 1890's, E. C. Lee (Ed Lee) and Dr. Bracken operated a cattle ranch in the Nine Mile section. They owned what is now known as the Ed Lee Ranch and also the Pace Ranch on Nine Mile Creek. They summered their cattle on what is known as the Stone Range, between Sheep Canyon and Dry Canyon, on the Nine Mile Slope and they wintered on the north side of Nine Mile near Green River.

Dr. Bracken sold his holdings in 1905 to Billy Miles, who stocked it with a herd of Hereford cattle and for the following five years, the operation was jointly carried on by Miles and Lee. There were several other cattle men in that area during this time. Among them were Neal Hanks, Oliver Rasmussen, F. M. Taylor, Frank Alger, and Theodore Housekeeper.

DR. FISKE AND HANK STEWART

In 1904, Dr. Fiske and Hank Stewart bought several hundred head of cattle which they wintered at Wellington. In the spring they moved these to the Nine Mile section and put them out at what is now called Cold Spring Range, between Dry Canyon and Cottonwood on the Nine Mile slope. They started out with a good set-up, but only remained in business a few years.

SHEEP

Sheep started encroaching on the range in such great numbers, that the cattle men finally started to sell, until less than half the regular number were in the area. In the spring of 1910, Whitmores, E. C. Lee, Billy Miles, the Algers, Housekeepers, Tidwell Brothers and George Robb, all sold their cattle. These cattle were contracted for in the spring for fall delivery at an average price of \$25.00 per head—with calves thrown in. The Tidwell Brothers had run cattle around Sunnyside and Wellington since about 1900. George Robb was a Price resident and had summered his cattle on Beaver, west of Price.

Neal Hanks, F. M. Taylor and Oliver Rasmussen continued their operations for a good many years. Hanks took in a partner, Wm. Gwythers, and this partnership built up a fine herd but they finally sold their cattle. After Hanks and Gwythers sold their cattle they bought sheep which they ran for three or four years, without great success, then sold out the sheep to again enter the cattle business.

After Miles sold his interest in cattle, he sold the ranch to a man by the name of Retan, and in 1917, the Pace brothers and John Prince bought the property. They operated with cattle for a few years, finally selling out the cattle. The property then lay idle for two years and finally Albert Pace and Sons took it over and built up another herd of cattle. They are now running between five and six hundred Hereford cattle.

As the sheep crowded most of the cattle off the range, goats started to crowd the sheep. In 1925-26, there were over 20,000 goats in Carbon County. When the Taylor Grazing Act became effective, goats were practically eliminated from public range.

George Robb was one of the first men to run cattle in the Price district. In 1899, James Mathis brought in cattle to the

Price valley from St. George. A few years later, John Mathis came to Price. These men have been in the cattle business ever since they came. They use the range in the Park north of Price for summer, and the area below the Cedar Mountains for winter range.

J. D. (Dorse) Critchlow came to Carbon County in 1904, and in 1905 entered into the cattle business. He has continued with it ever since. The present Critchlow and Oman property was owned by C. H. Taylor. Mr. Taylor's picture appears in the murals in the Price City Auditorium.

Mr. Critchlow uses the area north of Price as his summer range, and winters his cattle in Clarke Valley. There are many other small cattle men in this Price area that haven't been mentioned here and in mentioning those we have, there are still others not named. A few to be mentioned are Irvin Branch, Ezra Branch, Ray Branch, Frank Liddell, Rulon Rich, and the writer operated a cattle set-up from 1904 to 1924. My summer range was north of Sunnyside. A. Z. (Al) Thompson ran several hundred head of cattle from 1895 to 1920. The Thompson summer range was in Minnie Maud Canyon and he wintered his cattle on the north side of Nine Mile.

Up to about 1908, practically all of the ranges were public domain or open range. About 1910, a state law was passed allowing the sale of state owned land at \$1.50 per acre, and the purchaser could have ten years in which to pay. These were called "State Selections." That price remained in effect for about two years, then it was raised to \$2.50. Many persons took advantage of these low land prices, and purchased acreage surrounding water thus trying to control the ranges. Finally the stock raising homestead rights were passed, allowing all who could qualify 640 acres. In a very few years, all the summer range of any value at all had passed into private ownership.

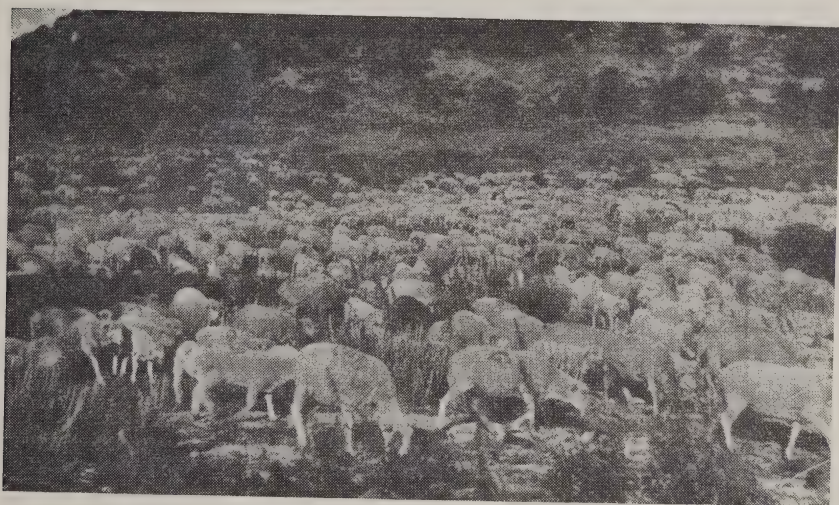
Price, and Carbon County, is still a shipping point for many head of cattle. It is a center for a large part of the cattle that originates in Emery County. Each fall sees many cattle buyers combing the area to purchase cattle. Shipments are made both by rail and truck to various parts of the east and west.

SHEEP INDUSTRY OF CARBON COUNTY

By PIERRE MOYNIER, SR.

Coming to Carbon County in 1898 from Bakersfield, California, where I had lived a year after coming from France, there was R. G. Miller, Pete, George, Hyrum, Ras, and Lars Frandsen, also a sister Annie in the sheep business. John and Nels Jensen lived in Spring Glen and they were the largest sheep men in the county at this time.

Joe Neugier, August Eselle, Victor Ramband, Emille Rangis were some of the old French sheep men here at this time. Joe Neugier, August Eselle, Victor Ramband and the Star Brothers in 1894 trailed their sheep from Bakersfield, California to Price themselves.



Sheep Industry—A herd of high grade sheep, Carbon County.
Owned by Pierre Moynier and Sons.

Honorie Moynier and Henry Dusserre also came to Price in 1898. I went to work for the Starr Brothers and worked for them five years at thirty dollars a month and during all these years never came to town; then worked one year for Henry Dusserre. In 1903 my brother Henry and I went in business for

ourselves, and at this writing I am still in the sheep business. When first I came here I could not speak one word of English, and had only a five dollar gold piece in my pocket.

Later I learned that Scott Elliott was one of the earliest sheep men in this part of the country. He owned the Big Spring Ranch and later sold out and went back to Scotland.

At the time I went in business and for years afterward the sheep averaged about six pound to fleece. Now we average about eleven pounds. Around 1900 and after, there was J. H. L. Leautaud who went in the sheep business and also Joe Lavigne in 1905, Charles Larsen in 1905, Wallace Lowery in 1903, and Pete Jeanselme in 1901 who came here and went to work for Henry Dusserre, and about a year later went in business for himself.

The sheep industry was at its best in this county from 1909 to 1914. One year during these years there was about one hundred thousand head of sheep sheared at Mounds. Since that time the sheep industry has steadily decreased.

In 1903 we paid \$3.25 a head for our sheep.

This fall 1947 lambs sold at 23c a pound, some of them weighing as much as 90 pounds.

THE HISTORY OF CARBON COUNTY AGRICULTURE

By FULLMER ALLRED, *County Agent*
Carbon County

The beginning of agriculture in Carbon County began with the arrival of Caleb Rhodes, Frederick E. Grames, and Charles W. Grames on one of the few natural meadows of the county on January 21, 1879. These men left Salem in Utah County some time during the first week in January of that year. It would appear that the winter had been somewhat open and possibly little snow had fallen.

These men traveled along the same route that probably a section of Johnson's army had traveled several years before when they had been called from Utah to the East during the time of the Civil War.

This first company crossed the Spanish Fork and Price Canyons and made their first settlement at the meadows which later became known as the Rhodes meadows, and which are now just east of the spot known as the Blue Cut between Price and Helper. A dugout was made in the banks of the north side of the Price River. A few days later Frederick E. Grames went further down the river and established himself on another meadow among the cottonwood trees. He built a dugout similar to the one at the Rhodes meadows. This location is the property which later became known as the Whitmore Farm, and it is now due west of Price. Later, when the weather permitted, a log cabin was constructed.

It was to this place that members of the D. & R. G. Railroad survey crew, under the direction of A. W. Farnham, went in February of 1880 and purchased a bag of potatoes, a bag of onions, threshed beans, and a piece of venison for \$1.00 each.

There is little question but what Caleb Rhodes, and other venturesome pioneers, had been in the Castle Valley before this time, possibly hunting and trapping. These men have seen a future development of the country, for as early as March 1879, Levi Simmons, William Z. Warren, and Thomas Caldwell arrived in the valley from Spanish Fork. Robert A. Powell, William Davis, and James Gay arrived on March 12. John A. Powell,

Sarah Jane Powell, and Lyman Curtis of Salem came in the first part of April. These families, and others, began to locate up and down the river bottoms. Jefferson Tidwell and his family located at the Tidwell bend of the Price River, which is now the present site of Wellington.

After spring opened preparations were made for planting grain and vegetables, but because of the character of the soil and the climatic conditions, it was found that crops could not be raised without irrigation. So in March a water level was constructed from a coal oil can. This consisted of a tube about three feet long and an inch and one half in diameter. This instrument contained a small lamp chimney placed at each end so that the surveyor was able to look over the top of the water. This was placed on a tripod made of cottonwood sticks. It was from this crude instrument that the Rhodes and Grames ditches were started. These ditches later became known as Pioneer No. 1 and Pioneer No. 2, respectively. The ditches at that time were built for about two and one half miles.

Food was not so plentiful, and the pioneers had to resort to the hunting of wild game and the gleaning of wild berries. The berries that were gleaned by these hardy pioneers were known as the bull berries or squaw berries, which helped to sustain life until the plants became extinct, or pretty nearly so, some time later.

It has been reported that some oxen were used in the tedious work of clearing and plowing the soil. Some wheat, oats, corn, and potatoes were planted with fair results the first spring. The grain was cut with the use of the old cradle which was an instrument similar to a scythe with a rack built on the back of it to catch the grain. Grain was threshed by the use of the flail. The old time coffee mill was used to grind the grain and make corn mush and brown bread. The first hay harvested in the county was the wild grass cut from the meadowland along the river bottoms. Sugar cane was grown after the first year in the valley and was used for natural sweetening and feed for livestock.

The development of the coal mines and railroads in the area has furnished some impetus to the expansion of agriculture. By 1883 the narrow gauge railroad had been completed. By May of 1888 the Price Water Company had been organized and the water brought to the west side of the present townsite. Many of the inhabitants of Price City were then able to use water for

irrigation and culinary purposes, which before this time had to be hauled from the Price River. Soren Olsen reports that he actually planted about six trees and kept them alive by hauling water until the canal was completed.

Mr. Olsen homesteaded eighty acres of land which is now nearly all of the north end of Price City. This land was used for growing grains, alfalfa, and corn. He built the first log dwelling home on the southeast corner of the block, and on the northwest corner of the intersection at First North and Second East streets. His daughter, Mary Jones, was the first white child to be born in this valley.

With the coming of the water to this townsite, orchards and gardens sprang up all around. Trees of all kinds were planted all along the side walks and ditch banks. The character of the better classes of soil in the Castle Valley stimulated the growth of crops so that it has been reported by farmers that alfalfa responded so well to irrigation that it grew as high as a man's head. Oats yielded one hundred bushels to the acre.

Lamone Teamcum Pratt at Helper planted the first fruits which were apples, peaches, and plums. Several farmers have tried acreages of fruit trees in the Miller Creek and other sections of the county, but it was found that these trees were killed sooner or later by frost. They have done better in a few rather sheltered locations with good air drainage, notably Spring Glen and Helper. Apples, peaches, pears, plums, apricots, and cherries are grown.

Annual precipitation is approximately 10 inches. The low humidity and strong wind movement causes a high rate of evaporation which has a detrimental effect on the growth of crops. The practice of farming during the summer and working in the mines in the winter has existed since the beginning in Carbon County.

Hay, mostly alfalfa, has been the most important crop since 1900. Small grains, wheat, and oats have ranked next in acreage, and in recent war years, beans and sugar beets have ranked quite high with approximately 1,000 acres of each. The production of potatoes is of some importance. Corn for grain and barley are other crops which do well in this area, as do garden vegetables.

According to the 1945 census report, Carbon County has 17,316 acres of cropland now in production, with a total production value of \$21,801.00. The vegetable production, of the county in 1945 was \$2,612.00. The value of the farms in that year

was \$2,865,695, with 1,129 persons living in occupied dwellings on these farms. The total value of livestock and livestock products was \$811,651.00. All farm products that were sold or used by the farm household in 1945 were valued at \$1,079,320.00, or a total of \$2,620 per farm.

In recent years, the part time farmers have utilized tractors and other power equipment to its greatest advantage, and have been able to make farms produce greater yields. The value in dollars for the other crops in 1945 was: Alfalfa hay, \$241,640.00; wheat, \$54,061.00; barley, \$50,255.00; oats, \$33,111.00; beans, \$24,525.00; potatoes, \$19,205.00; corn for all purposes, \$8,774.00; and wild hay, \$6,408.00.

BRITON BUILDS RICH EMPIRE IN UTAH

By C. W. McCULLOUGH

Inserted in our history by courtesy of the Deseret News

The history of Utah is primarily a story of its waterholes. To conquer a world of desert, man established life, settlement and agriculture close to streams, lakes, gushing springs and brackish alkali seeps. Here irrigation was born. Like cattle trails that wind down out of the hill to a desert watering place, the pattern of Utah's development pictures a perpetual chronicle of water reenacted over and over again in every farflung locality of the state. Prosperity or failure has been largely measured by the amount of water a man could garner to his use and struggle for it is, and has been, relentless, bitter and often without quarter. Water played a leading role in the annals of BIGSPRING RANCH, where a strange and picturesque titled Englishman, Lord Scott Elliott, appeared out of nowhere, fabricated briefly a great empire, and faded out into nowhere again.

Big Springs Ranch hides its building and the spring that gives its name behind the benchland that skirt the Dragerton-Sunnyside highway, 30 miles south of Price. A graveled road turns right from the highway and a half-mile west at the top of a dugway, one looks down upon venerable cottonwoods that almost hide the barns, corrals and buildings. Your first thought is to look for railroad trackage because the buildings are painted in the characteristic tan and yellow used by the Denver & Rio Grande Western Railway. There is no railroad here, but the ranch is owned by the D. & R. G. W., which purchased it primarily to obtain the fine pure water of Big Springs, which is piped some seven mile to the siding at Cedar for use in their locomotives.

The true story of Lord Scott Elliott, what brought him here, many of the details of the fifteen years of his tenure in Utah and where he ended his days, is almost obscured by the passing of time. Fact and legend mingle confusingly and one meets with strange contradictions even from those who lived in his day, knew him and remained to chronicle the past. Certain of the dates used must be considered as approximate and the author acknowl-

edges that many statements hereafter made should be followed by a question mark rather than a period.

Lord Scott Elliott apparently left England by request. Just what misdeeds or escapades made his stay in his homeland undesirable cannot be determined but there appears to be no question that he came to this country as a remittance man and that the funds upon which he pyramided his fortune were supplied by his family upon condition that he should not return to his native land. He evidently had money when he appeared in the Big Springs picture in the early '80s.

A trapper was living in a dugout near the spring and Elliott made some kind of deal with him for the place. There is no record of anyone having previously acquired title. Elliott, not being a U. S. citizen, could not homestead or preempt the land so it is probable that in those "every man a law unto himself" days, he pyramided a squatter's right bluff into a sizable empire that included numbers of horses and cattle, 30,000 head of sheep, the control of vast areas of rangeland, and a ranch that for years was known to produce a thousand tons of hay. Lord Scott Elliott was no piker operator.

He lived in the trappers dugout until suitable buildings could be erected. Later, he sent for his wife and met her in the east. Whether they were already man and wife or whether he married her upon arrival, no one can say. In fact, there are those who knew Lord Elliott quite well, deny vehemently that he ever had a wife at Big Springs Ranch. But the evidence of letters and the work of women who knew him seem unimpeachable and we must accept the reality of Lady Scott Elliott and that she did live and die at the ranch. The fact that there are those who question her existence emphasizes how little the Elliotts mingled socially with the countryside.

Those who knew Mrs. Elliott describe her as a little woman, quite young and certainly attractive, though shy and awed by the blustering ways of our pioneer west. They had no children. Ranches were few and far between. The town of Price, a day's journey away, was but a cluster of stores and dwellings of the bleak desert and few can remember her infrequent visits. Alien in a strange land, she must have lived a lonely life.

Lord Elliott's scattered sheep ranges kept him away from home for long periods of time and he was known as one who enjoyed going out "with the boys." He was said to be tall and

squarely built and something of a boxer, which stood him in good stead in various fisticuffs that later ensued over divisions of irrigation water. Not one to pick a quarrel, he never avoided an issue when it was put up to him. Men accorded him respect if not friendship and intimacy. There were those who resented his English birth and mannerisms, his failure to acquire United States citizenship.

Three riders rode by his place one night in the dark. Scott heard them and called through the opened door, "Who's there."

"Three freeborn American citizens" came the answer back.

Scott slammed the door with an oath.

Whatever the causes that drove him out of England, Lord Elliott maintained contact with many of his friends there and several of these visited him at the ranch. These he entertained lavishly and went to great ends to make their stay enjoyable.

The countryside found considerable amusement when he had live grouse and quail shipped in and turned loose in the sage brush to provide his guests with suitable hunting. But when he liberated a bunch of rabbits as targets for his visitors—that was no laughing matter. There are those still living who can forgive Lord Elliott everything but that, though they will admit that the bunnies failed to become a menace; whether due to the visitor's marksmanship or the rabbits' inability to cope with conditions there.

Back of Lord Elliott's English reserve was a love of showmanship. He was seldom without his belt of guns and used them freely as he drove through the country, practicing drawing and pelting away at fence posts, rock on a hillside or close behind a dogey critter just to see him jump. There is no record that he ever drew a bead on a human being.

As his livestock ventures prospered, he poured money into the development of the ranch. The fourteen room ranch house where he entertained his guests was a rambling affair but comfortable and well furnished. It survived his tenure on the ranch by many years before fire eventually destroyed it. He had a love for all livestock except swine. He would never have a pig on the place. Well kept grounds, barns, corrals and stockyards revealed his passion for neatness.

Lord Elliott came to Big Springs at a propitious time when there was an abundance of water flowing out of the various canyons of the Sunnyside-Drageron ridges. The principal user

of these waters was the Whitmore Ranch which has since furnished the site of the Cinderella town of Dragerton.

Unable to utilize all the available water the Whitmores generously told Elliott to use whatever they wasted. The Englishman immediately began to acquire extensive holdings of the benchlands between the ranches, broke them up and planted them to hay, corn and grain. The Whitmores had not bargained for any such wholesale use of the water and, when dry years followed, they had no compunctions in claiming their rights, regardless of Elliott's parched and drying fields.

That marked the turn of Lord Elliott's fortunes. Then came severe winters, years of scanty range and a scarcity of hay to feed his stock. The Cleveland depression drove the price of sheep down, down. He was forced to sell some of his flocks at give-away prices. His sister, who had come from England to oversee the family's investments at Big Springs, saw the handwriting on the wall, tore up the checkbook and returned to her homeland. With his back to the wall, Lord Elliott suffered one final blow. His wife died.

That was the end. Suddenly he lost all interest in his fading empire. When he sought to liquidate his holdings the frailty of his house of cards became apparent. Sheep were worth but one and two dollars a head; the lands he owned were heavily mortgaged and he had no title to the Big Springs ranch itself. Converting what he could into cash, the titled Englishman just walked away and left the rest.

Subsequent history would suggest that his decision to salvage what he could and abandon the balance was a move of astuteness rather than the cringing retreat of a beaten man. The several attempts by different groups of men to rehabilitate the property afterwards resulted in staggering losses. It languished in idleness for years. Twice it was sold for taxes and its purchase by the D. & R. G. W. was prompted primarily by their need of the Big Springs water.

What became of Lord Elliott? Who knows? Some believe he went back to England; another heard that he had gone to China. But the most intriguing report, that has widest credence among those who knew him, was that he was last seen in Canada playing "Sabu" to a herd of elephants in a logging camp that was experimenting with their use under northern conditions.

HISTORY OF SUGAR BEET INDUSTRY IN CARBON COUNTY

By MR. RAY BRANCH

In 1908, a few farmers from Carbon County wrote a letter to the Western Lands and Sugar Company at Grand Junction, Colorado, asking for the privilege of producing sugar beets for them. In the spring of 1909 a representative from that company visited the county and contracted approximately twenty-five acres of sugar beets with the farmers of Carbon County. These were located mostly in the Wellington area. These beets averaged approximately seven tons to the acre, and the farmers received a price of \$5.00 per ton. The equipment that was used to produce these beets was very crude.



Alfalfa Field

The water facilities were inadequate for irrigation purposes. The water was plentiful the first year until the first of July when all natural drainage water had been depleted, and the river became quite dry. That year there were at least seven dams across the Price River that were completely dry. These dams, of course,

were constructed for the purpose of diverting the water from the river to irrigation ditches.

The beets were weighed over the scales of the general store owned by Bishop Eugene E. Branch. The beets were loaded on railroad coal cars at the Wellington siding by hand. The cars were billed out by the writer, Mr. Ray Branch.

In the spring of 1910, the farmers on the south side of the Price River began to use water in the Miller Creek area for irrigation purposes. Gib and Web Austin purchased a large tract of land on lower Miller Creek and began to raise sugar beets for the Utah-Idaho Sugar Company with headquarters at Salt Lake City. These brothers raised approximately two hundred acres that same season. Mr. B. Frank Johnson from Price was employed by the company as their first field man.

These beets were loaded at the Wellington siding, and they were loaded by hand onto railroad cars and shipped to the Lehi Sugar Factory.

The sugar beet acreage gradually increased from 1910 until 1919, when approximately six hundred acres of beets were grown by the Austin Brothers and the farmers of Carbon County.

With the establishment of the Gooseberry Dam which supplied water later in the season the yield per acre gradually increased from the seven tons to about ten tons per acre.

New and modern equipment gradually came into use. The four-row beet cultivator was first used about this time and it helped considerably with the production of greater yields.

In 1917, the old Gooseberry Dam gave way and all the water from the reservoir was drained. With the loss of this water a number of farmers tried to raise beets during the years of 1918-1919 but failed because of the lack of sufficient water for irrigation. Because of this reason very few beets were harvested.

In 1920, the Utah-Idaho Sugar Company released their field man and made no contracts with farmers to raise sugar beets in Carbon County. The Austin brothers in Miller Creek sold their property to Mr. Chris Jensen who used the property for stock raising. No beets were raised during the years of 1920 to 1922.

Then, upon the request of several farmers, the writer wrote to the Western Lands and Sugar Company, located in Grand Junction, Colorado, requesting permission to raise beets in Carbon County under their contract. An answer to this letter was received from the Holly Sugar Corporation who had, since the

contracts of 1910, become the owners of the Western Lands and Sugar Company. Their Chief Agriculturalists visited the county in the spring of 1922 and employed the writer as a field man.

Contracts for fifty acres of sugar beets were made that spring. The writer did the planting of these beets personally for about twelve farmers. About this time the farmers began to use the dirt ramp that had previously been built by the Utah-Idaho Sugar Company to unload beets into the railroad cars. About 350 tons of beets were produced that year which would average six tons per acre.

In February of the following year, 1923, the writer was called to Grand Junction to a field men's convention and there was given instructions on the proper procedure and in modern cultural methods. Approximately 250 acres of beets were contracted during the year of 1923. It should be kept in mind that supplemental water from the reservoir was not available, and these beets averaged approximately seven tons per acre, or a total of 1750 tons. Because of a lack of supplemental late water in the county the sugar company appeared to lack enthusiasm over letting extensive numbers of contracts within the county.

It was the spring of 1924 that Mr. A. W. Horsley of Price stimulated the farmers of the county, and began the construction of the Horsley Dam which became known as the Scofield Dam, and with these prospects in view the Holly Sugar Corporation felt that contracts within the county would be worth while and did encourage the planting of greater acreages in this area.

From that time on there has been a gradual increase in the number of the contracts let in the county and the acreage planted until during the recent war years approximately 1,000 acres of beets have been grown by farmers in Carbon and Emery counties. These have had an average production yield of approximately twelve tons per acre. Prices have increased from the \$5.00 to \$14.50 per ton.

There is no question but what the increase in yield during these years can definitely be contributed to the work of agricultural specialists who have developed disease resistant varieties of seed, which has nearly abolished many diseases such as curley top and others. The amount of labor required to produce the beets has been greatly minimized during these years by the development of seed known as sheared seed, i.e. the breaking up of

the multiple seed germs into single germ cells that would produce single plants.

The machinery used in the production of the beets has changed very drastically in the past decade. Machinery capable of planting, thinning, blocking, cultivating, digging, topping, and loading has been developed by the mechanical engineers of the company wherein hand labor has been reduced to a minimum.

The loading of the beets into the railroad cars has been simplified by the construction of a modern beet dump where the sugar beets are dumped mechanically into railroad cars.

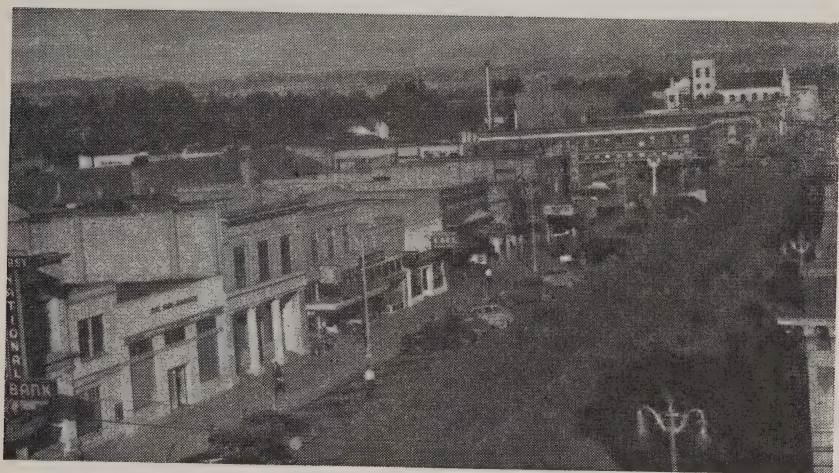
Carbon County is proud of the quality of its sugar beets. Because of the climatical and soil conditions, beets produced in this county have shown a higher sugar content than anywhere else in the state of Utah. For the past decade the average sugar content has been 17% in Carbon County.

The writer, Mr. Ray Branch, has supervised and transacted all business for the Holly Sugar Corporation in Carbon County since the company first came into the county.

PRICE HISTORY

By the COMPILING BOARD

The historical background of Southeastern Utah of which Carbon County is an integral part begins with the Spanish Explorers of the West and Northwest and continues through the visits of the Fur Traders; thence down the years to an account of the visits of local hunters, fur traders and trappers.



Price Main Street

The center of this unique area is Price, the county seat of Carbon County, and considered to be one of the outstanding cities of its size in the West.

One story has it that Bishop William Price of Goshen, Utah County, made an exploring trip up Spanish Fork Canyon during the summer of 1869, although the exact date remains uncertain, and that he came across the stream now called the White River. Following the river, he found another stream about six miles away, which ran through Pleasant Valley and came to be known



Caleb Rhodes and His Wife Sidsie

as Fish Creek. He called the convergence of these streams the Price River. Legend has it that Bishop Price followed this stream down past the now famous Castlegate Rock and thence into the valley as far east as Wellington. Ernest S. Horsley, of the early Price settlers and one who had an unusual talent for remembering historical data which he had gathered from various sources, gives credence to this story of the origin of the name Price.

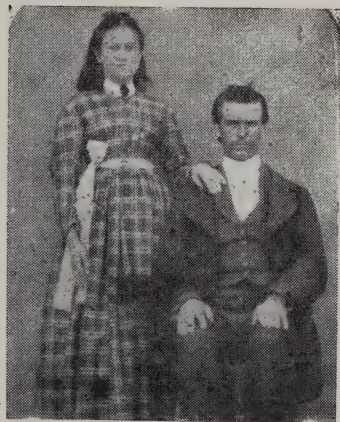
For nearly eight years Castle Valley, so far as the northwestern part is concerned, was not visited by white men. Bishop Price had evidently not interested his neighbors in the new country. However, early in the fall of 1877, during the month of October, two trappers, Caleb Baldwin Rhodes and Abraham Powell, came over from Salem, traveling about the same route as Bishop Price. They remained for a time and built a cabin in the northwest corner of what is now Price. These hardy trappers returned to Salem in the late winter or early spring, when the trapping season was over. Abraham Powell spent the next winter in the Nebo Mountains, plying his avocation, but never returned to Castle Valley. He was killed by a bear in the (Nebo) district on December 7, 1878. However, the visit of these trappers



Carbon County's First Home

brought to the fore another factor in the settlement of Carbon County—it aroused the pioneering spirit of many people in their home town and among the people in other places where they told the story of their visit.

Frederick Empire Grames and Charles Grames accompanied Caleb Baldwin Rhodes on his next trip to Castle Valley. They



Frederick E. Grames
and Wife Marie



Alfred Grames and
Sister Emley Grames

arrived on the Price River in January, 1879. On the twenty-first of this cold winter month they pitched their camp near the place where the city of Price now stands.

Caleb Baldwin Rhodes was a typical pioneer and outdoor man. He was large in size, sturdy, and accustomed to hardships. He was entirely at home as a trapper, a hunter, a prospector, and Indian interpreter. The religious and civic sides of this interesting frontiersman were not neglected. He occupied several positions of trust in both capacities and helped to build both Emery and Carbon Counties.

Frederick Empire Grames was a hardy Englishman, who was born on August 19, 1850 at Finden, Sussex, England. His parents were Charles W. and Marie Lillywhite Grames. Fred was an all-round useful man and an asset in the establishing of a pioneer community. He built and operated the first mercantile store here and was Price's first postmaster, to which office he was appointed August 30, 1883. He was a farmer and stockman—he was always ready and willing to forward better farming and irrigating practices. He is reputed to have manufactured the first water-level to survey the canals adjacent to the Price River. Fred-



First store and post office, Price, Utah.
F. E. Grames, postmaster.

erick E. Grames' wife, Martha Ellen Powell Grames, came to Price on June 6, 1879. She was one of the two first women to settle here. Mr. Grames died August 12, 1897 and his wife passed away April 7, 1925.



Robert A. Powell and Wife
Rachel Joan Powell



Rachel Powell,
a Pioneer
still living.

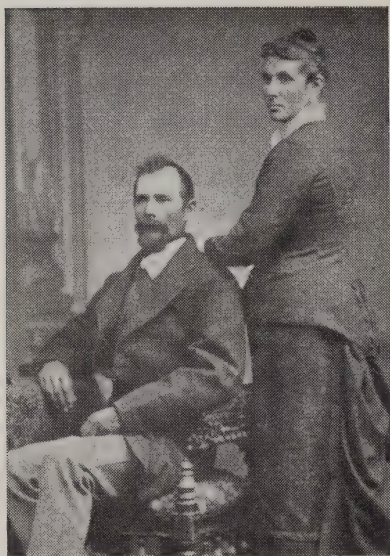
Charles W. Grames, the other member of the original trio of first settlers, was born in England also, in 1855 and was brought by his parents to Utah when a boy of two years. His was an unassuming and quiet nature. He pursued farming and



A group of Pioneers in Price, Utah.

sheep herding for a livelihood and made original entry on several tracts of home lands, which he subsequently sold. He assisted in the establishment and the building of Price, through many of his eighty years. He died in August, 1935.

On March 12, 1879 another sturdy pioneer arrived on the Price River. He established his home about four miles northwest of Price, where his wife and children joined him on June 6, 1879. This man was Robert A. Powell, who came originally from Adams County, Illinois, where he was born October 13, 1839. His migra-



John A. Powell and
Sarah Jane Powell



Rosaltha Allred came to Carbon County in 1881 from Spring City, Utah. Was married to John A. Powell January 10, 1882.

tion to Utah dated from October, 1852. He was a tall raw-boned, New England-type of man, who was perfectly at home in a new country. He made his living by farming, bee-keeping and fruit growing. He was very community-minded and contributed much to the establishment of educational facilities in this region. His interest in building school houses amounted to an obsession. Mr. Powell reared a large family and lived to see them grow up with



Martha Shields Jones, Sarah Jane Shields Powell, Rachel Shields Gardner. Martha came to Price with her sister, Sarah Jane in 1879.

the country. He died here at the ripe age of 82, on February 15, 1921. His wife, Rachel Davis Powell, lived an active Utah-pioneer career and died in 1930. To this fine couple were born fourteen children, some of whom still reside in this vicinity.

The early pioneers of Price, all of whom had settled along the Price River during 1879 to 1884, were Caleb B. Rhodes, Frederick E. Grames, followed later by Levi Simmons, William Z. Warren, Thomas Caldwell, Mat Simmons, Robert Powell, William Davis, James Gay, John A. Powell, Lyman Curtis, John Y. Rhodes, John H. Mathis, George Robb, John D. Leigh, Erastus Olsen, C. H. Empey, Peter I. Olsen, Ulrich



Albert Grames and Wife

Bryner, William H. Branch, Arthur W. Horsley, Earnest S. Horsley, Herman B. Horsley, John H. Pace, Seren Olsen, Albert Grames, Brigham O. McIntire, Henry G. Mathis, William Downard, Albert Bryner, Parley Warren, Erastus McIntire, John McIntire, Samuel Cox, Eugene E. Branch, George Frandsen, Jens Peterson, Chris Peterson, Gilbert Peterson, Charles P. Johnson, Green Allred, George Downard, Jake Koffard, Eldridges, Alph Ballinger, J. W. Whitmore, the Ras and Pete Anderson families and Chris Halverson.

Along with the men are many women who played an important part in the settlement and building up of this community.

Karen Frandsen was affectionately known as Grandma Frandsen. She was the wife of Bishop George Frandsen and shared his trials and labors in caring for the members of his ward during these pioneer years.

Ella Branch, wife of William H. Branch, was a member of the first Dramatic Club and always took a leading part. She was a jolly person and always had a group of young people around her.

Sarah Jane Powell was the first white woman who came to Price. She came in 1879, riding part of the way on horseback. She acted as nurse and midwife for many years.



SARAH J. WARREN

Margaret Bryner came with her husband, Ulrich Bryner, in July 1884. She drove the team for her husband who had been blind for years. They brought the first bees to this valley and started the bee industry. She was also a practical nurse, noted for her canker medicine which healed many a sore mouth.

Sarah Jane Warren was the wife of William Z. Warren. For years she was the only practical



Alfred Grames

nurse and doctor on Price River. Going at all hours of the day or night to wait upon the sick, she made all her own medicine with which to treat her patients.

Isabelle Birch Bryner had the first boarding house. She cooked for the men who built the narrow gauge railroad through here. She also taught school and was first President of the Young Ladies M.I.A.

Sally Ann Olsen was the first school teacher in the valley. She taught first in the home of Matthew Simmons and later in the log meeting house.

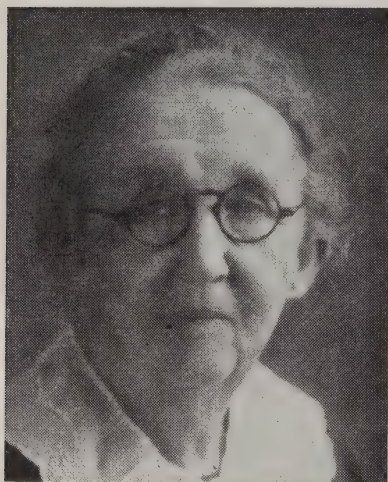
Sarah G. Cox was the first president of the Relief Society of Price Ward when it was organized November 4, 1885.

Pauline A. Pace was first counselor to Mrs. Cox. She was a lovable person. If in trouble or doubt she could always give you help or courage.



SALLY ANN OLSEN
First School Teacher in Price

Keziah J. Empey, second counselor to Mrs. Cox, was another person who carried sunshine and hope into the lives of her associates.



ISABELL BIRCH BRYNER
First President M.I.A., Price



SARAH G. COX
First President of Relief Society

Emma Mathis was assistant secretary in the first Relief Society organization. She is the only one of that first organization still living. She operated a hotel in Price for years.

Moriah P. Bryner, wife of Albert Bryner, was first counselor in the Young Ladies M.I.A. in Price Ward. They first lived in a dugout on the banks of Price River. The story is told that one day Mrs. Bryner had prepared a real luxury for dinner, a rice pudding. While eating their dinner a cow wandered by, stepped on the roof of the dugout. Result—the foot of the cow went through the roof and the rice pudding was ruined.

Sidsie Rhodes shared the labors and trials of her trapper husband, Caleb B. Rhodes. Like the rest of the early pioneer women, she did her part in helping to subdue this desert waste.

Caroline Robb was president of the Primary for years. She was a natural child leader and could hold a group of children spellbound by telling stories and relating experiences of her life.

Jane Branch came with her husband E. E. Branch in 1884. She was always an active church worker and reared a large family. She took part in the crowning of the Carbon County Centennial Queen, representing Great Britain, although she was 89 years of age. She died shortly after.

Margaret Ann Horsley, wife of Arthur W. Horsley, has always been a hard worker. She is still alive and at the age of 85, works diligently at her hobby of piecing and making quilts.

Barbara Ann McIntire was first counselor in the Young Ladies M.I.A. This story is told by her children:

"One day she sent her son Bill to the dentist to get his tooth pulled. Mr. John Pace was the first and only dentist for some time. He gave Bill a club to grip while he was pulling the tooth. Mr. Pace got hold of the tooth and gave a pull. Bill let loose of the club and Mr. Pace got the full benefit of the blow in his face.

Anna B. McIntire came with her husband, Erastus W. McIntire, in 1882. She carried help and sunshine into many a sick room. She reared a large family.

Sarah A. Mathis, wife of Henry C. Mathis, did not come to Price until 1893 but always labored diligently in church work. Her special ability being music. She was the daughter of J. M. MacFarlane, a church music composer.

Anna Maria Fitt, although not a pioneer of Carbon County, is living in our community at this time. She crossed the plains in 1868, thus she is classed as a real pioneer of Utah.

Sarah Blaine Warren came to Price in 1883 as a young girl. She lived with a family by the name of Allred, until her marriage to Lewis Warren. She still lives here and attends to her home and church duties.

Susie Lucretia Richards came to Winter Quarters in 1887, and later moved to Castle Gate. She has the distinction of being the first woman to arrive at Castle Gate. She said, "I was 'Queen for a day' at this camp, as Mrs. James Anderson did not arrive until the next evening." Mrs. Richards was instrumental in helping to establish the local Daughters of the Utah Pioneers. She also was one of the leading persons to promote the Pioneer Evergreen Park.

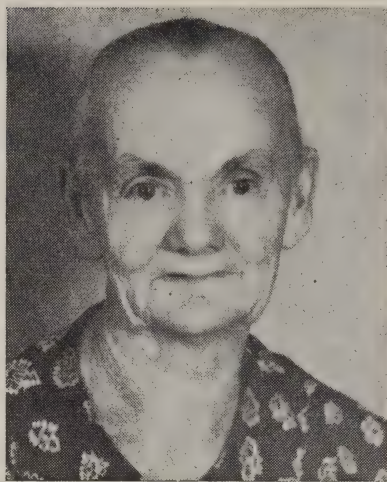
Celestia Draper Oman came to Winter Quarters in 1899. At the time of the great Scofield Mine Disaster, she assisted the bereaved wives and mothers of the stricken city. Mrs. Oman



ANNA FITT

Born October 2, 1858, she arrived in Salt Lake City in 1868 from Liverpool, England.

moved to Price with her husband in 1910. She was a co-worker with Mrs. Richards at the time the Pioneer Evergreen Park was established. She worked hard to help establish the Daughters of the Utah Pioneers in Price.



SARAH BLAINE WARREN

Came to Price in 1883, when she was seven years of age.



Mrs. Deseret Warren Roberts

Deseret Warren Roberts, daughter of Sarah Jane Warren, came to Price when a small child. She attended the school taught by Sally Ann Olsen. She has been a resident of Price for many years.

Other daughters of Utah and Carbon County pioneers who came to Castle Valley as young brides, young ladies, or children, assisted in pioneering this valley. Following are the names of some that the writer remembers and knows but for lack of definite information, more has not been written about them: Thurza Birch, Mary Elizabeth

Davis, Lily B. Frandsen, Rosella B. Anderson, Matilda Anderson, Edith Prince, Martha S. Bryner, Edith Shepick, Mary W. Morrison, Mary A. Mathis, Orinda Robinson, Anna Harmon, May Stewart, Emily Olsen, Elizabeth Jane Draper Smith, Amanda Horsley, Mercy Horsley, Martha Sheilds Jones, Moriah E. Warren, Leah Rands, Betsy McKendrick, Nellie McKendrick.

These pioneer women acted, not only as nurses, doctors and mid-wives, but it was their work to prepare the dead for burial, making the clothes, washing and preparing the bodies. This they had to do for a goodly number of years as it was not until about 1910 when the first undertaker came to Price. Justice cannot be done these women for their untiring labor.

There are many others who played a leading part in the pioneering of this community but for lack of information, they have been omitted. We hope all who read this history and find these omissions will realize that we honor all pioneers whether they are mentioned or not, and that we have done the best we could from the material sent to the Compiling Board.

From this early beginning, and true to the type of early Utah settlers, these homeseekers set about to build a town and to bring the natural resources to their aid in so doing. Located on the edge of the desert with insufficient rainfall to mature their crops, one of the first things they needed was water. By co-operative work and laboring under many hardships when oftentimes the only food the men had to eat was bread and onions, they dug their first irrigation ditches. Pioneer ditches No. 1 and No. 2 were laid out and completed under the direction of Grames, Rhodes, Powell, and Warren, but every man in the community did his part in building them. Later in 1880 Green Allred and George Downard built the Allred Ditch. Far-seeing men soon realized that these minor irrigation projects would not



ELIZA JANE DRAPER SMITH

Picture taken when she was 92 years of age.



Group of Pioneers

supply the growing need for water and the Price Water Company's Canal was begun in March 1884, and finished in 1888. This work cost more than twenty thousand dollars. Since that time the Price River Water Conservation District has amalga-



Scofield Reservoir—Scofield, Utah

mated all the minor projects and all water is now distributed under its direction. This has been made possible by the construction of the reservoir in Scofield Valley, which had directly benefitted both Price and the surrounding territory. The many canals carrying the precious water to the many thriving fields is indeed an interesting contrast to the hauling of water in barrels as the

pioneers of the valley did during those days in the early years before the ditches were built.

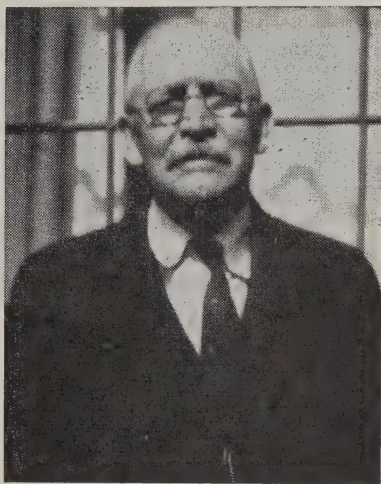
Price has made its greatest growth in the past twenty-five years although the early settlers increased steadily in numbers due mostly to an influx of other home-seekers who came soon after the original group. This group includes many now prominent in the history of the city and the reader is referred to the historical summary in the revised ordinances of Price City 1924, for a complete list as submitted by Ernest S. Horsely, one of the pioneers.

Price townsite was surveyed and laid out in November 1882. The first frame building was erected by Frederick E. Grames, who established a store with a stock of goods purchased from a construction contractor of the D. & R. G. Railroad.

The real growth of Price began with the coming of the railroad. With the railroad in 1883 also came the demand for the establishment of a post office. Mail had previously been addressed to points in Utah

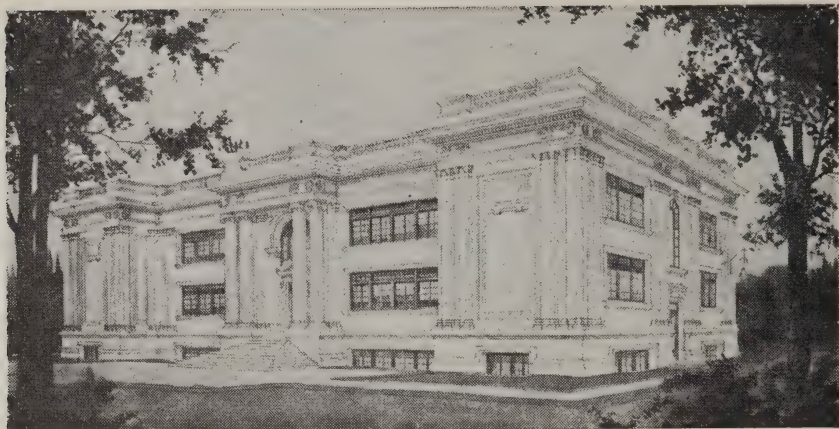
County and had, at one time, been brought over the mountains from Sanpete to Huntington. The first post office was opened August 30, 1883, with Frederick E. Grames in charge. The old post office building was located west of the railroad tracks near the present ice plant. Subsequently mails have been distributed from various buildings rented for the use of the government business, until 1931 when the magnificent Federal Building was erected. This post office serves not only Price but also much surrounding territory because it is the distributing point for the mail service to Emery County and local routes.

The vision of the early settlers extended to the field of education and the first public school was established in the home



E. S. HORSLEY

Early Pioneer and one of Price's prominent Ecclesiastical Workers. Served as ward clerk and bishop of Price Ward for many years.



Carbon High School

of Matthew Simmons in 1883, with Sally Ann Olsen as instructor. Price School District was organized in 1884 with William H. Branch, George W. Eldridge and John D. Leigh as trustees. The log meeting house was used as a school house until 1885, when a



Court House



School Building That Burned in 1915

special levy enabled the community to erect a three-room adobe building. The lumber used was brought from the Thayn Saw Mill in Soldier Canyon. An eight-room brick building, which was completed in 1904, was destroyed by fire after being used for eleven years, and was replaced by the present Price Central



One of the First School Busses. Driver, William Norton.

School. While the latter was being constructed, school was held in the Public Library, the Court House, City Hall, and extra rooms of the Carbon High School. From a humble beginning through a period of years the schools of Price have developed into a system including three elementary school buildings, one parochial school and the Carbon High School, and also the more



Present School Bus

recent Carbon Junior College. At present, 1947, more than 2112 attend school in Price City. The Price schools are now a part of the Carbon County School District organized in 1915. Under



Early Wellington Band

this organization large numbers of elementary pupils are transported to Price school from outlying farm communities and all senior high pupils of the county attend the Carbon Junior College.

Eastern Utah, from the very first early pioneers, have been supporters of musical organization. Bands were organized in Wellington and Price. The Wellington band was led by J. W. Hill. The one in Price was organized and led by W. F. Olson.



Early Price Band

In our Carbon High School, E. M. Williams has been connected with the Music Department since 1923. During this time he has organized a number of bands. His greatest achievement was in 1933 when he took the band to Chicago to a National Band Contest and won top honors.

Civic clubs, such as the Chamber of Commerce, Rotary, Kiwanis, B. P. W., Sorosis, Lions, Women's Club, and others have assisted the city in reaching present development.

In the Medical Field, the pioneer women of Price cared for the sick until 1898 when Dr. F. F. Fisk came to Carbon County. He was a real pioneer doctor, remaining in Price until his death on July 21, 1934. He was the first real doctor to come to Carbon County, and he traveled all over eastern Utah first by horse



Carbon County Band which won first place in the Nation in parade competition and a second division rating in concert contest competition. E. M. Williams, Director. This contest was held in Chicago, Illinois in 1933.



Swimming Pool, Price, Utah

back and team and buggy. His beautiful black team was a familiar sight to everyone. When the automobile came he purchased the first one in Price in order to facilitate his work among the sick. He was one of the doctors to urge the erection of a hospital here.

Other doctors who have served Price in the past are Drs. Judy, Smiley, Dowd, McLaughlin, Ruggeri, Finlayson, Stookey, and Cloward. Doctors still serving the people are Hubbard, Madsen, Green, Whiting and Fennemore.



Memory Park, Price, Utah

Price is an up-to-date municipality with every convenience of the large city except street car service. Paved streets, electric lighting, spring drinking water, and inviting parks are to be found within its borders. Playground equipment engages the leisure hours of the children, and the summer months find the municipal swimming pool teeming with young and old. Various activities are encouraged and Price City assists its many civic organizations to care for the recreational life of its young people. One of the best tennis courts in the state is owned and operated by the city under the direction of the park superintendent. Also, there are several modern hotels, one under construction at the present time at a cost of \$450,000, with seventy-two rooms, dining room to seat 300 people, to be five stories high. This hotel was financed by local capital with 323 stock holders. It will fill a long-felt need in eastern Utah.

In the first few years of the development of these localities there was no need of hotels. The pioneers who came into the valleys never thought of going to a hotel or lodging house. He was met by a friend or fellow countryman and taken to his home. History records thousands of stories of families of half a dozen or more, sharing the meager abode of friends until new homes could be erected or bought.



Price School Group

Material used in this Price story came from several different sources including the C. H. Madsen history and also the Irene O'Driscoll history, gleaned by the compiling board.



First Relief Society Presidency in Price, reading from left to right, Pauline A. Pace, Sarah G. Cox, and Keziah J. Empey.

FIRST SHOW STAGED IN PRICE, UTAH

By EARNEST S. HORSLEY

During the year 1884, quite a few settlers moved in and around Price, locating themselves up and down the river. They were living in tents, lumber shacks, wagon boxes, dugouts in the bank of the river, and some in log cabins.

The Price Ward had been organized two years before with George Frandsen as bishop.

John D. Leigh and others went up in Miller Creek and commenced cutting logs for the purpose of building a meeting house, to be built on the townsite, and by the tenth of April it was so far completed that the first services were held Sunday, April 13, 1884, commencing at 2:00 p.m.

The size of the building was about twenty-four feet wide, forty feet long and twelve feet high, to the square. There were about three windows on the east side, three windows on the west side, and a double door with a transom over the top at the south end.

The building served as a meeting house for Sunday School and Sacrament services, a school house for educating the children, as an opera house and occasionally for a court house.

January 1885 opened up with bright prospects, with quite a number of people attending the Sunday services. The bishop thought it would be a good time to have a choir organized and during the latter part of January the bishop's first counselor, Erastus W. McIntire, took the matter in hand to organize the choir as follows: Samuel Cox, chorister, Ernest S. Horsley, assistant. Sopranos were Keziah J. Empey, Caroline Robb, Sarah M. Cox, Pauline Pace, Sally Ann Olsen, and Emily F. Olsen were altos. Alice McIntire and Isabell Birch Bryner were tenors. Basses were Erastus Olsen, Eugene E. Branch, Peter I. Olsen, and Henry G. Bryner. Seren Olsen, Herman B. Horsley, George Robb, Al Barton, William H. Branch, Henry G. Mathis, and Albert Bryner were tenors. There may have been a few others whose names are not mentioned because of the original list being lost.

SHOW STAGED

Very few books were available and there was no organ. Brother Cox had a tuning fork which he used to tune his fiddle with. He was a member of the company called by President Young to settle the San Juan country in 1879. With his tuning fork and fiddle he provided the music for this company on their hazardous journey to the San Juan mission.

In order to procure books for the use of the Price Ward Choir in 1885, it was decided an entertainment consisting of small sketches would be given.

A rostrum had been built in the north end of the log meeting house and this answered for a stage. The selection of plays was made and the characters chosen. The price of admission for adults was 25 cents, and children 10 cents. It took some rustling around to get twenty-five cents in those days as money was somewhat scarce. The writer of this article remembers passing through Castle Dale during the year 1885 where he saw a sign on the door of the store—"New Laid Eggs Four Cents Per Dozen." He could not buy a dozen for the lack of the four cents.

The stage carpenter got busy and gathered up some poles from down on the river bottom to use as posts to fasten the scenery to. A large wagon cover was strung on a lariat for a drop curtain. A large pig was drawn on the curtain by the stage artist, John McIntire, in charcoal colors. A quilt on each side of the drop curtain closed up the stage front. The back stage was made of another wagon cover on which a door and window were drawn. On the sides sheets were hung with small openings left for the performers to enter through.

The foot light reflectors were made out of a five gallon coal oil can and fastened with some pieces of wood cut off the end of a pole, with a hole bored in the center to hold the candle. A critter had been killed on the railroad track and it was cut open and the fat taken out to be rendered down. This rendered fat was taken to some kind sister who had a set of candle molds. She made the candles for the foot lights.

Improvised seats were made out of some slabs fastened to the end of legs that had been cut off while building the meeting house.

Notice had been sent up and down the river of the coming event, and finally the day of the show arrived. People began to come from far and near. Those who had the price of admission and those who did not were let in to enjoy the show. It was astonishing where so many people came from. There were not enough slabs for everyone to sit on so spring seats were brought in from the wagons and placed in the front row.

When all was in readiness to start the exhibition, one of the Elders stepped out in front of the curtain and announced that it was the custom of the Latter-day Saints to open their entertainments with a few words of prayer. He then proceeded to offer prayer, asking the blessings of the Lord upon those who were to render parts, and upon the audience.

The orchestra, composed of John McIntire at the violin, Herman B. at the piccolo, Henry H. Empey, organist, played the opening number "The Girl I Left Behind Me."

The ringing of a small bell was the signal for the curtain to go up. As it proceeded something went wrong with the rope when it was about half way up, and down it came. It was soon adjusted by the stage carpenter and it finally got up to the top. On the stage there were some of the characters in the temperance play "The Red Light," and they were introduced. They were Seren Olsen, Earnest S. Horsley, Sarah M. Cox, and others. All went fairly well with just one or two balks on account of stage fright.

This play finally ended with voices heard behind the curtain, singing "How Many Go Forth in the Morning that Never Return at Night," and "Hearts Are Broken by Harsh Words Spoken That Sorrow Can Never Set Right."

Next, Earnest S. Horsley sang a song, "Though Poor, I Am a Gentleman Still."

This song was followed by a sketch, "Abraham Lincoln's Pardon to the Sentry Who Fell Asleep at His Post," by Samuel Cox and Al Barton.

Arthur W. Horsley sang, "A Man May Be Happy in Rags," which was somewhat true in those days.

Next came Samuel Cox with a character sketch entitled, "Dick Turpins Bonny Black Bess."

The concluding number was of the burnt cork variety by Arthur W. Horsley and Company entitled, "The Midnight Train," creating considerable merriment and as the curtain went down

on the closing scene the orchestra played, "Jump Into the Wagon and We Will All Take a Ride."

The entertainment was enjoyed very much and the expression, "When can we have another" was made.

A little later on, other shows were given and finally an organization known as the Price Thespian Club was organized. They gave many entertainments in the old log meeting house in Price, Utah.

MINUTES OF THE PIONEER DITCH COMPANY NUMBER ONE

Commence work on Pioneer Ditch No. 1 by C. B. Rhodes and F. E. Grames surveying on the 15th day of February, 1879.

February 15, 1879 — By two days works.
February 17, 1879 — By two days works.
February 19, 1879 — By two days works.
February 20, 1879 — By two days works.
February 21, 1879 — By hire three days works.
February 22, 1879 — By hire two days works.
February 24, 1879 — By two days works.
February 26, 1879 — By two days works.
Amounting 17 days work surveying.

The above labor is the property of C. B. Rhodes by transfer for labor on Pioneer Ditch No. 2.

—F. E. Grames.

Price, April 3rd, 1885

A meeting was appointed for the purpose of organizing an association to incorporate and appointing officers of said incorporation. Fred E. Grames was appointed Secretary of said meeting on motion of Wm. G. Warren seconded by P. I. Olsen that Robert Powell be Chairman of said meeting (Carried) on motion of J. H. Mathis seconded by John D. Leigh that we as a company incorporate under the name of the Pioneer Ditch No. One and become a Body Incorporate under the Laws of the Territory of Utah (Carried). On motion of John D. Leigh seconded by William G. Warren that we a Board of Directors consisting of a President, Vice President, Treasurer and two directors. (carried). On motion of Ulrich Bryner seconded by J. D. Leigh that John H. Mathis be President, (Carried).

On motion of J. H. Mathis seconded by C. H. Empey that P. I. Olsen be Vice President, (Carried).

On motion of Levi Simmons, seconded by J. H. Mathis that John D. Leigh be Treasurer (Carried).

On motion of P. J. Olsen, seconded by C. H. Empey that Levi Simmons be one of the Directors (Carried).

On motion of John D. Leigh seconded by P. I. Olsen, that Robert A. Powell be one of the Directors, (Carried).

Meeting adjourned Sine Die.

* * *

ARTICLES OF AGREEMENT

We, Robert A. Powell, Caleb B. Rhoades, John Y. Rhoades, Levi Simmons, John W. Mathis, George Robb, C. W. Empey, John D. Leigh, do hereby enter into an agreement this the 6th day of May, A.D., 1885 to form an association to be known as Pioneer Ditch No. 1. The object and business of this association shall be to convey water in a canal, commencing at a quarter section corner half mile South of the Northwest corner of Township 14 South of Range 10 East thence following the Survey as recorded in Book B., page 75. For the purpose of irrigating farms, mill use and other purposes, this association to be incorporated and governed by a Constitution as hereafter provided and attached.

* * *

CONSTITUTION

- | | |
|-------------|---|
| ARTICLE I | The Name of this Association shall be The Pioneer Ditch No. 1 and shall have duration for twenty-five years. |
| ARTICLE II | The business of the Association shall be governed by a Board of Officers consisting of a President, Vice President, Treasurer and two directors who form the Board in a majority of whom shall be invested the power to do all business for and in behalf of the Company. |
| ARTICLE III | The maximum capital stock shall be Five Thousand Dollars in shares of one dollar each or one acre equivalent to a share. |
| ARTICLE IV | The capital stock shall consist of valid bonafide property and duly transferred trust to the acceptance of the Board of Directors and subject to the order of said Board. |

- ARTICLE V The private property of stock holders shall not be liable for the debts of the company.
- ARTICLE VI There shall be a secretary and water master appointed by the Board who shall give bonds for the faithful performance of their duties to the acceptance of the Board.
- ARTICLE VII The Election of the Officers of the Board shall be by vote of the stockholders cast and counted one vote for each share held by the stockholders which may be represented in person or by proxy.
- ARTICLE VIII The first election of officers shall take place on the 27th of February A.D., 1886 and annually thereafter.
- ARTICLE IX Members of the Board shall give bonds to the acceptance of the Judge of the probate court, for the faithful performance of the duties of their office whose term of office shall be for one year and until their successor is elected and qualified.
- ARTICLE X The general place of business of the company shall be at Price, Emery County, Utah Territory.
- ARTICLE XI The Board shall make by-laws pertaining to the general management of the business provided such by-laws be submitted and approved by a two-thirds vote of the stockholders present at a meeting called for that purpose.
- ARTICLE XII By-laws may consist of manner of disposing and selling stock, levying, collecting assessments, regulating the distribution of water, payment of officers and employees, calling and regulating meetings of stock holders and any other matter pertaining to the general welfare of the business; by-laws may be regulated or amended at any regular meeting of the stockholders by a vote of two-thirds of the stock.
- ARTICLE XIII On the death, resignation, removal of officer, his place may be filled by the Board for the unexpired term.
- ARTICLE XIV Any officer may be removed for neglect of duty or for malfeasance in office by a vote of two-thirds of the Board.

Taken from Henry Mathis' Minute Book

HISTORICAL INFORMATION RELATIVE TO CARBON COUNTY

Submitted by: B. H. YOUNG

Present County Clerk of Carbon County

On January 17, 1894, a bill was introduced in the Utah Territorial Legislature to create the County of Carbon out of a portion of Emery County. This bill passed the legislature and was signed by Governor Caleb B. West on March 8, 1894.

An election was called and held on May 1, 1894 for the purpose of electing County Officials to carry on the business of the new county, and the following persons were elected:

E. C. Lee, Selectman (Commissioner)
F. P. Gridley, Selectman
Eugene Santschi, Selectman
H. A. Nielson, Clerk and Recorder
D. W. Holdaway, Assessor and Collector
Thomas Lloyd, Sheriff
J. W. Davis, Superintendent of Schools

and Price was selected as the County Seat.

On June 4, 1894, at 2:00 o'clock p.m. at the Jones Cottage on 9th Street in Price, Carbon County, Utah Territory, a meeting was held for the purpose of organization and the swearing into office of the first officials of the county.

John Forrester was sworn in as the first County Treasurer.

Since that time the following named persons have served as County Clerk in and for Carbon County, State of Utah:

Mark P. Braffet	1895-1896
W. H. Donaldson	1897-1898 and 1901-1904
Robert Howard	1899-1900
D. W. Holdaway	1905-1906
H. C. Smith	1907-1908 and 1919-1926
Gwilym Jones	1909-July 31, 1912
A. D. MacLean.....	July 31, 1912 to August 24, 1912
A. W. McKinnon.....	Aug. 24, 1912 to Jan. 5, 1913

C. A. Pierson.....	Jan. 6, 1913 to Feb. 6, 1913
Ernest S. Horsley	February 6, 1913-1918
Elizabeth Hadley	1927-February 1933
Jean Marie Davis.....	Feb. 23, 1933 to March 24, 1933 as County Clerk Pro-tem
Brigham H. Young.....	March 25, 1933 to present time

PIONEER POST MASTERS

Fred E. Grames.....	Aug. 1883
T. M. Olsen	1888
A. Ballinger	1890
Joseph Hutchinson	1894
John D. Smith	1895
David W. Holdaway.....	1897
C. A. Giurwilks	1907
H. C. Smith	1912
W. F. Olsen	1914
Joseph F. McKnight.....	1922

FIRST AGENTS OF THE D. & R. G. RAILROAD

Charles March	1883-1886
Heber Cummings.....	1886-1890
Arthur E. Gibson.....	1890-1895
H. M. Bowering.....	1895-1905
Thomas Fouts.....	1905-1910
H. R. Robinett	1910-1913
William Greaser	
V. A. Tompkins	
J. F. Grogan	
P. E. Trim	
Frank Groussman	

PIONEER TELEGRAPH OPERATORS

Clarence Marsh	1884
A. J. Mead	1886
Arthur E. Gibson	1889
Charles Sabin	1890
H. C. Smith	1896
E. Roy Gibson	1898
Earnest M. Payton	1898
George E. Nelms	1903

CARBON COUNTY PIONEER TIMBER MEN KNOWN

William J. Warren.....	1882
William Cloward	1895-1914
Frost Brothers	1901
Orson A. Larson	1901
Louey Blatler	1909-1914
Andrew Oman	1910

PIONEER SCHOOL TEACHERS

PRICE, UTAH

Sally Ann Barton Olsen
William Tidwell
Teacum Pratt
Carl Valentine

Henry Fiack
Henry G. Mathis
Isabella Birch Bryner

PRICE MUNICIPAL CEMETERY

NON-SECTARIAN

*By R. H. FRANDSEN**Superintendent of Price City Cemetery*

Developed acreage—25
 Contains 30,000 grave spaces
 $\frac{3}{4}$ of Cemetery under perpetual care in grass
 Internments to date—2,632
 Annually interned—100
 8 graves to 400 square feet
 2 mausoleums—1 crypt—
 2 crypts
 First grave — June 5, 1886,
 John Mathis—29 years old, a
 brother of H. G. Mathis.

SEXTONS

1st—Albert Grames
 2nd—Tony Migliaccio
 3rd—Robert Ockey
 4th—Thomas Christensen
 5th—Ashley Bartlett
 6th—Royal H. Frandsen—
 started October 15th, 1928
 to 1947.

HISTORY OF THE PRICE, UTAH POST OFFICE

By WILLIAM GROGAN

The Price, Utah Post Office was established August 30, 1883, when Fred Grames was commissioned as the first postmaster. The office was kept at his home, an adobe house located on the farm now known as the J. M. Whitmore farm, adjoining Price on the West. The house stood on the present site of the Whitmore brick home. The mail was brought to Price on the railroad which came through on April 1st, 1883. Prior to this time the settlers in this area received their mail from Utah County or Emery County. It was carried by teamsters or horsemen who were coming from or going to these settlements.



Price Post Office. By Gene Parmley.

In the later part of Mr. Grames' term the post office was kept in the D. J. Williams Store. This building under a remodeling plan became the Clark Hotel which stood on the ground where the Beacco Cinder Block Plant is now located.

Albert Grames, a brother of Fred Grames, has the credit with being the first mail messenger in Price. He used a two

wheeled cart to transport the mail to and from the train. The depot at that time stood on the north side of the tracks directly across from the Clark Hotel.

Fred Grames' term in office expired November 20, 1887, and L. M. Olsen succeeded him on the same date. Mr. Olsen owned and managed the Emery County Mercantile Company which stood south of the railroad tracks on the property now occupied by the Price Commission Company, corner of Railroad Avenue and First West. The post office was housed in this building during the term of Mr. Olsen which ended on December 31, 1889.

William A. Larsen was appointed and his term began January 1, 1890, and ended November 30, 1890.

A. Ballinger was appointed postmaster on December 1, 1890 and continued in office until October 17, 1893. During Mr. Ballinger's term the postoffice was kept in the Price Trading Company Building which stood on the corner of First West and Main Street where the Johnson Service Station now stands.

J. H. Hutchison, known to the old pioneers of Price as "Joe Hutch," was commissioned postmaster October 18, 1893, and was terminated on January 31, 1896. The office remained in the Price Trading Company Building during his term.

J. D. (Dexter) Smith, owner and manager of the Eastern Utah Advocate became postmaster on February 1, 1896, and continued in office until November 1, 1897. He kept the postoffice in a part of the building occupied by the printing press. This house, built for a dwelling, stood on First South Street about midway in the block between Carbon Avenue and First West.

Dean W. Holdaway was the seventh postmaster for Price, receiving his appointment November 1, 1897. He filled a six year term which ended October 31, 1903. During this period the office was kept in a building which stood on the corner of First West and Main, the Savoy Hotel corner. The office was in front part of the building and the postmaster and his family lived in the rear.

Charles A. Guiwitz followed Holdaway as postmaster. His appointment became effective on November 1, 1903 and ended August 15, 1913. During his term the office was advanced from a fourth class to a third class office, July 1, 1904. Mr. Guiwitz moved the office into the Price Co-op Building, earlier the Price Trading Company Building.

Harry C. Smith, a brother of J. D. Smith, succeeded Charles

A. Guiwitz as postmaster on August 16, 1913. During the first part of his term the office remained in the Price Co-op building but due to crowded quarters incident to the increase of parcel post it was moved to the Larcher Building, 39 West Main. Mr. Smith's term in office expired June 30, 1915.

W. F. (Frank) Olson was appointed postmaster on July 1, 1915. During his term the office advanced to a second class, effective July 1, 1917. The office then became eligible for city delivery service which started April 1, 1921, with L. Dow Young and J. Bracken Lee as carriers. To qualify for a position in the office now as clerk or carrier, it became necessary for them to pass a civil service examination. The first appointments made under this regulation were Harold Wilson, Haywood Cash, Reid Pace, Miss Evelyn Olson, and the carriers above mentioned, also Forest Wheeler who acted as assistant postmaster to Mr. Olson. The term of Mr. Olson ended May 1, 1922.

J. F. (Joseph) MacKnight received his commission to take over the duties as postmaster on May 1, 1922. His term lasted twelve years, terminating on April 1, 1934. The office remained in the Larcher Building for two years and was then moved across the street into the Peperakis Building where it remained until February 1, 1931, when it was moved into the Federal Building on the corner of First South and Carbon Avenue. The corner stone of this building was laid August 7, 1930. The program: J. F. MacKnight, master of ceremonies; comments on building plans by Percy L. Spice, construction engineer; address by the Honorable Don B. Colton, congressman; and a dedicatory prayer by Ernest S. Horsley; and comments by E. Whitmyer of Ogden, contractor. The contract price of the building was \$90,000.00.

Carl W. Empey was postmaster from April 1, 1934 to August 15, 1935. He was succeeded by Ray Walters whose appointment became effective August 16, 1935. He resigned March 15, 1943, to become cashier of the First National Bank of Price. During his term in office, rural delivery service was established, effective April 16, 1941, with trips three times a week until May 1, 1946, when the service was advanced to six trips per week. George M. Mathis was appointed rural carrier on April 16, 1941, and is still in the service.

The first air mail to be flown out of Price took place on May 18, 1938. James Lund was the pilot and he took off from the old airport on the south side of the river. The flight was

authorized by the Post Office Department under the direction of the Postmaster General James Farley. A cachet, signifying the coal industries of Carbon County was used for the letters carried on this flight. The trip was from Price to Provo, thence to Salt Lake City, Utah.

William Grogan became postmaster on March 16, 1943 and at this writing, May 7, 1947, is still in the service. He resigned as city recorder of Price to take over these duties. Effective July 1, 1943, Price became a first class office. The postal receipts exceeded \$40,000.00 which made it possible for it to qualify. On January 17, 1947, regular air mail flights were started from Price. The cachet used for this flight signified the beet industry of Carbon County. Thirteen pounds of letter mail was dispatched. The contract for this service is with the Monarch Air Lines and provides for two trips daily. One East via Grand Junction and one West via Provo and Salt Lake City, Utah. Beginning April 1, 1947, this service was advanced to four trips daily. Two West and two East.

Naturally the growth of the post office kept pace with that of the city of Price. The postal receipts of the first quarter rendered by Fred Grames amounted to less than twenty-five dollars. The postal receipts for the quarter ended March 31, 1947, as submitted by William Grogan were \$11,579.40. The money order receipts and all other business of the office shows a corresponding increase.

The personnel of the post office at the present time consists of the following:

William Grogan, Postmaster. Appointed March 16, 1943.

George E. Jorgensen, Assistant Postmaster. Appointed December 16, 1922.

Parley H. Rhead, Clerk. Appointed December 16, 1922.

Elwood J. Mathis, Clerk. Appointed May 1, 1941.

Francis M. Miles, Clerk. Appointed May 1, 1941.

James F. Fausett, Clerk. Appointed October 24, 1936.

Brigg F. Harmon, Clerk. Appointed September 18, 1933.

Jack L. Shiner, Sub Clerk(Temporary). Appointed December 1, 1945.

Orlin S. Fausett, Carrier. Appointed Sub Clerk June 15, 1924.

Leland P. Peacock, Carrier. Appointed August 25, 1927.

Leon Pace, Sub Carrier. War Service Appointment, September 12, 1945.

James P. Simone, Sub Carrier (Temporary). Appointment December 1, 1945.

Charles A. Fausett, Fireman Laborer. Appointment March 16, 1938.

Lena H. Morley, Charwoman. Appointment Dec. 2, 1937.

Two additional employes will be appointed in the near future to take care of the extension of the City Delivery Service. Increase from two to four, foot routes.

Star Routes operating from the Price Post Office are as follows:

Price to Thistle. Seven trips a week. Harvey Robbins, Contractor.

Price to Emery. Seven trips a week. Parley P. Johnson, Contractor.

Price to Hiawatha, via Wattis. Six trips a week. Arrow Auto Line, Contractor.

Price to Sunnyside, via Wellington, Dragerton, Columbia. Seven times a week. Arrow Auto Line, Contractor.

Price to National. Six times a week. Clifford Warren, Contractor.

Price to Nutters Ranch. One trip per week. Therold Rich, Carrier.

Office to D. & R. G. Depot. Messenger Service. Fred N. Keel, Carrier.

Office to Air Mail Field. Messenger Service. Donald C. Leatham, Carrier.

The spirit of "the mail must go through" has been in evidence since the mail from Price to Emery and from Price to Vernal merit the name of trail blazers. With almost impassable roads, made so by mud, snow and swollen streams, presented real problems but the mail was carried through. Sometimes the vehicles had to be abandoned and the mail carried on horse back. Before the bridges were built over the Price River it became necessary at times to stretch a cable over the river and the mail was drawn across because the horse and buggy transportation ended with the coming of the automobile. The first contractor, to transport the mail over these star routes was John H. Redd. It happened April 1, 1913 and the car used was first a model T Ford, then a Franklin Truck. Even at that time the roads were so sufficiently improved to insure passage during all seasons of

the year. Very often the car had to be abandoned because of heavy roads and the mail was taken through by team.

During the spring of 1920, the Star routes operating out of Price were replaced by government operated service. A fleet of White trucks were used and the drivers were World War 1 veterans. Lake Young was the superintendent and had under him a personnel of twenty-five drivers and mechanics. The government erected a large garage on property leased from Albert Bryner midway in the block between Carbon Avenue and First East on First South. This property later purchased by Price City, is now in use as a municipal garage.

All salaries for employees of this government operated service and expense bills were paid by the Post Office Department through this office. These expenses amounted to around \$8,000.00 per month.

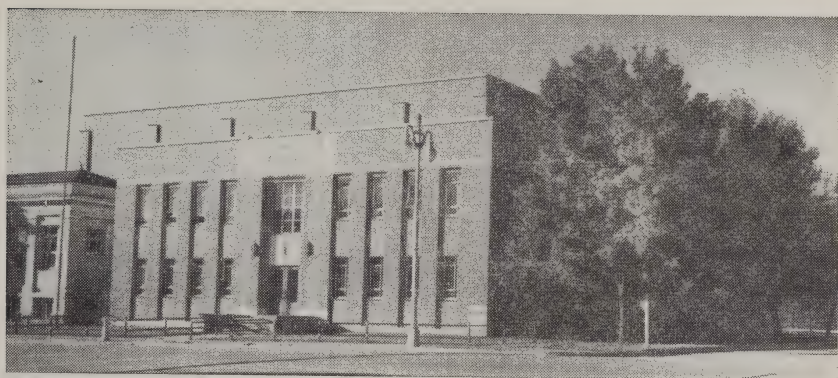
The route to the reservation country was from Price via Helper, Utah, through Willow Creek and Indian Canyon to Duchesne, thence to Myton, Roosevelt and Vernal. This star route was considered the longest in the United States and in spite of this distance and mountain roads, schedules were maintained almost to the minute. Bad snow storms in the winter were expected. At times in such weather it was necessary to pull the first class mail over the mountain by hand sleds until the roads could be cleared of snow so the trucks could get through, thus avoiding long delays of first class mail deliveries. At times it was necessary to route the trucks through Nine Mile to Myton but this was only necessary during the early years of the service.

The government operated service was suspended June 30, 1934, and Star Routes were again operated under contract. Cyril B. Cluff was superintendent when the change was made. Before he was made superintendent he had served as clerk in the service since it started in April, 1920.

PRICE CITY, ITS ORGANIZATION AND PRESIDING OFFICERS

By J. BRACKEN LEE

Price Town was organized at a sitting of the Emery County Court on July 14th, 1892. The boundaries of Emery at that time included the territory now forming Carbon County. The petition for the organization of the town carried forty-nine signatures, representing a population of three hundred and eight persons. It was presented by Alpha Ballinger. On November 8th, 1892, a general election was held for the county and territorial officers at which time were also elected the first town officers. The following officers (presiding) have since served the town and city:
1893-1894-1895-1896-1897



Price City Hall. By Gene Parmley.

Town President—James M. Whitmore. Served two terms upon the establishment of the Price Town. First town ordinances passed under his administration, and the First City Hall constructed.

1898-1899

Town President—Ernest S. Horsley. Served one term. Trees planted on principal streets of town. Patriotic celebration in support of United States during Spanish-American war. District

Court established, holding sessions in the City Hall. Stage at hall fitted up with scenery.

1900-1901

President—L. M. Olson. Served one term. Health measures attract attention, and ordinance for regulation passed during his term of office.

1902-1903

President—Reuben G. Miller. Served one term. Town Hall furnished chairs for seating auditorium. Reservoir site purchased. Camp ground for freighters established. Purchased north addition; this land being north of present Price Canal.

1904-1905

President—Arthur J. Lee, Father of J. Bracken Lee, present Mayor. Served one term. Reservoir for town water supply constructed during his term. This reservoir was located west of present Pioneer Park.

1906-1907-1908-1909

President—Arthur W. Horsley. Served two terms. Completed Price Town water system. Put street sprinkler into service. Purchased the first modern apparatus for fire protection.

1910-1911-1912-1913

President and Mayor—W. F. Olsen. Price was incorporated as a city of the third class on April 1st, 1911. Served two terms at this time. Municipal lighting system built and put into service. Corporate limits extended and defined. Built the second reservoir for city water system. Price City Park laid out. Sidewalks built in the main part of the city. Plans made for first sewer lines.

1914-1915

Mayor—Carlos Gunderson. Served one term. Public Library Board organized and Carnegie Library built. Lighting system turned over to private party for operation, and meter system installed. Additional sidewalks laid. Price City ordinances revised and published in book form.

1916-1917

Mayor—Arthur W. Horsley. Served one term. (This is the same individual who served as President of the Town Board in 1902-1903.) Ordinance providing regulation for water users passed. Street and Traffic ordinances established. Organization of Fire Department and purchase of a motor fire truck made.

1918-1919

Mayor—George A. Wooton. Served one term. Operation of old lighting plant under city control discontinued, power purchased and distributed by the city. Colton Springs pipeline formulated. Bonds sold and line constructed for the bringing of water to the city. Sewer system enlarged. An open air dance pavilion built in the City Park. (This has since burned to the ground and never replaced)

1920-1921

Mayor—L. A. McGee. Served one term. Additions and improvements made to Colton Springs pipeline. City agrees to cooperate with State and Federal authorities in paving through Main Street in connection with the Price to Castle Gate Highway. Houses in Price numbered to comply with needs for delivery of mail by Post Office Department. City Hall remodeled and enlarged. Main Street white way lighting planned and supplies for its installation purchased.

1922-1923

Mayor—W. W. Jones. Served one term. Electric distribution lines rebuilt. "White Way" on Main Street and Carbon Avenue completed. Pardale Reservoir purchased. City watermains relaid with cast iron pipe. Colton Springs pipeline improved and strengthened. Paving of Main Street financed. Ordinances revised and printed.

1924-1925

Mayor—J. W. Loofbourow. Served one term. Purchased new modern fire engine. Extended sewer lines, water lines, curb gutter and paving. Authorized the operation of a City Hospital. Constructed "White Way" on Carbon Avenue. Total expenditures were \$219,846.05 per annum. Tax levy was 0.235 mills.

1926-1927

Mayor—C. H. Madsen. Served one term. Placed City Hospital in operation. Re-named and re-numbered all streets. City swimming pool constructed. Total annual expenditures were \$290,263.58. Tax levy was .0225 mills.

1928-1929-1930-1931

Mayor—W. F. Olson. Served two terms. (This in addition to previous terms). Revised all ordinances concerning Licenses. Extended Corporate Limits of City. Constructed new bridges over canal. Planned and built Memorial Park. Made extensive improvements to streets, sidewalks and sewer lines. Constructed

dam north of city to protect against floods. Annual expenditures were \$292,591.97. Tax levi .027 mills.

1932-1933

Mayor—R. E. (Rollo) West. Served one term. Removed all old trees from city and replaced with new Chinese Elms. First Annual Band Contest established. Passed ordinance for reconstruction of Colton to Price pipe line. Annual expenditures were \$217,153.14. Tax levi was .020 mills.

1934-1935

Mayor—B. W. Dalton. Served one term. Replaced a portion of old wood pipe line with steel and cast iron. New modern hospital constructed and placed in operation. Annual expenditures for 1934 were \$394,431.93, for 1935 were \$350,110.16.



Price City Hospital

1936-1937-1938-1939-1940-1941-

1942-1943-1944-1945-1946-1947

Mayor—J. Bracken Lee. Served six terms. Completed construction of pipe line from Colton to Price with cast iron and steel. Eliminated open reservoirs, replacing with steel storage tanks. Constructed new Main Street white way and placed new white way on Main Avenues. Constructed Civic Auditorium and City Hall. Authorized re-construction of new Library. Constructed new modern swimming pool. Reduced Tax Levi and operated City without taxes for years 1943-1944-1945 with no general tax. Reduced light rates. Completely rebuilt Ball Park and Rodeo Grounds. Made extensive improvements in street paving, sidewalks, sewer, curb and gutter. Extended city limits. (Carbon College established). Opened up three new sub-

divisions. Annual expenditures were: 1936 \$402,218.26; 1937 \$411,012.33; 1938 \$511,161.27; 1939 \$442,242.14; 1940 \$337,355.92; 1941 \$406,679.39; 1942 \$389,268.77; 1943 \$355,710.73; 1944 \$379,309.98; 1945 \$355,662.51; 1946 \$475,202.74; Tax levied for 1946 was .010 mills.

PRICE FIRE DEPARTMENT

By CARL EMPEY *and* NEPHI GUNDERSON

The first Fire Department was organized by Mayor Carl Gunderson during his term as mayor, in the years 1914-1917.

Firemen were Frank Averill, Albert Horsley, Morgan King, Chief Len Strong, and James Wade. This was a head used as leaders in a bucket brigade. Later firemen joining were Nephi Gunderson, Nick Bernadi, Guy Prichard, Rumsey Walt Christensen. They were known as a Volunteer Department.



Fire Department, Price, Utah. Beginning at left, Nephi Gunderson, Del Gardner, Rulon Bryner, Carl W. Empey, Mayor J. Bracken Lee, Isaac McQueen, Noah Potter, Tony Dupin, Willis Bean.

These men were on the Fire Department with a hose cart. They paid \$2.50 to the first man getting the cart.

The first fire engine was bought about 1922 while Nephi Gunderson was fire chief.

These men operated until the first term of Mayor J. Bracken Lee. He appointed Nick Bernadi fire chief, who served until the time of his death. At his death, Nephi Gunderson was again chief.

The present firemen in 1947 are Nephi Gunderson, chief; Carl W. Empey, assistant chief; Rulon Bryer, James Wade, Isaac McQueen, secretary and treasurer; Willis Bean, Arnold Bean, R. W. Buchanan, Holly Bryner, Noah Potter, Max E. Empey, Tony Dupin, Ward Garlic, A. C. Biddle, and LaVon Anderson—all known yet as a Volunteer Department.

LODGES AND SOCIAL CLUBS IN CARBON COUNTY

By A. E. GIBSON

MASONIC ORGANIZATIONS

F. & A. M.

* * *

Blue Lodges

Carbon No. 16

Joppa No. 26

* * *

Price Chapter No. 6, Royal Arch Masons

* * *

Charles Fred Jennings, Commandery No. 6

* * *

Order Eastern Star, Naomi Lodge No. 13

Ladies Auxiliary

Jobs Daughters

* * *

Beauceant Order

* * *

Price Lodge No. 155

Benevolent and Protective Order of Elks (BPOE)

Ladies Auxiliary

* * *

Price Lodge No. 166, Royal Order of Moose

Ladies Auxiliary

* * *

Price Lions Club

* * *

Rotary Clubs

Price and Dragerton

* * *

Kiwanis Club

* * *

Knights of Pythius, Lodge

Helper

* * *

American Legion
Auxiliaries
Veterans of Foreign Wars
Service Star 40 & 8
* * *

SOCIAL CLUBS
Menomic
Sorosis
Women's Club
Literary League
Social Sewing Club and others.

HISTORY OF 4-H CLUBS IN CARBON COUNTY

By THETA JOHNSON and EDNA N. PEACOCK

The 4-H Clubs are organized groups of young people who are engaged in farming, home making, or community activities under the guidance of cooperative extension workers and local volunteer leaders trained by them.

Any boy or girl between the ages of 10 and 21 years who agrees to "learn to do by doing" may enroll. The group elects its own officers, plans and conducts programs based on the needs and interests of the young people, holds regular meetings, and takes part in community activities. There are 4-H Clubs in practically all counties of every state, and in Alaska, Hawaii, and Puerto Rico.

4-H club work had its beginning in Carbon County in 1927. The week of February 10 to 17 was spent in organization meetings. Mr. D. P. Murray, the State 4-H Club leader, came down from Logan and with the cooperation of the county agent, Orson Madsen, and under the auspices of the Farm Bureau, held meetings in Price and Wellington to interest the young people in club work. Carl R. Marcusen who was then president of the school board, W. W. Jones, and D. W. Gove were the main speakers, and they pointed out the importance of farming and home making, while Mr. Murray outlined boys and girls' club work.

After the meetings clubs were organized and some of the leaders who were secured were A. L. Whitmore, June Bryner, Charles Larsen, Mrs. F. S. Slaugh, Tillie Anderson, Mrs. Rolla West, Mae Pace, Thursa Reynolds, and Vida Wood. They led club projects in potatoes, swine, sheep, poultry, dairy calf, sugar beets, and home economics.

Mr. F. S. Slaugh was hired by the Carbon County School Board as supervisor to work under the direction of the Extension Service and spent his entire time during the summer months in 4-H club work. By the end of the first summer three hundred boys and girls were enrolled in 4-H clubs. Of this number one-hundred twenty were boys. There were fifteen sewing clubs and several cooking clubs. There were four or five clubs in Price and one each in Columbia, Wellington, Sunnyside, Hiawatha,

Kenilworth, Castlegate, and Helper, and in some of the other mining camps.

A general club camp was not held that year, but each club spent at least one day on an outing. Several times Mr. Slaugh loaded a large trailer with boys and girls and took them on an outing. One of these events was attended by one hundred 4-H club members.

On September 23, 24, and 25 of 1927 a Carbon County Fair was held on the old ball grounds, the site that is now the Carbon College. One whole tent at the fair was devoted to 4-H club exhibits. The sum of \$400.00 was appropriated by the Carbon County Fair Board for 4-H prizes alone. One outstanding club was a swine club comprised of Norma and Mona Livingston, Margaret Pierce, Juanita Wilson, Ted Bryner, Lee Robertson, Stanley Borrell, and Rex and Harry Gunderson. Juanita Wilson had the prize winning pig at the county fair, and Norma Livingston and Margaret Pierce won the county swine judging contest. They also competed in the State judging contest at the Utah State Fair. Harold Wilson and Holly Bryner won a first prize ribbon for their potato club at the county fair.

Club work continued in 1928 and 1929 under the leadership of Mr. Slaugh. The year 1928 the fair was held September 13, 14 and 15 and again \$400.00 was appropriated by the fair board for prizes. Some of the members enrolled in clothing clubs in 1928 were Eugenia O'Brian, Alice Rathmill, Gunda Anderson, Esther Reeves, Nettie Bertola, Erma Christensen, Amy Higgins, and Maurine Peacock. Gunda Anderson and Esther Reeves had the winning demonstration team and went to the State Fair. They demonstrated darning a stocking. Mrs. F. S. Slaugh was their leader. Two who entered the state contests in 1929 were Beth Prince and June Reynolds who demonstrated making an apron. They won first place in the county and went to the State Fair to compete. They were accompanied by Mrs. Rolla West and their leader, Mrs. Orson Madsen.

4-H work continued in 1929 in much the same manner. Mrs. Sarah Grogan was sent to Logan to attend 4-H Club leadership school.

Many clubs participated and looked forward to the county fair which was held September 13, 14, and 15. At this contest Maurine and Arlene Peacock won first place on their cupcakes, and a demonstration team from their club, Gunda Anderson and

Eugenia O'Brian, won first place ribbon on their demonstration of making aprons, and were sent to the state fair to compete. Their leader was Mrs. Alma Anderson. Many other contestants were sent to the state fair, and their total winnings came to over \$30.00 in prizes.

After 1929 the Board of Education no longer sponsored 4-H Club work and it almost died out. There was no fair held in 1930, and club work suffered from a lack of encouragement.

In 1933 and 1934 an attempt was made to revive 4-H club work through the L.D.S. Primary Association. All Primary children were enrolled in 4-H club work. However, 4-H clubs under this setup were not very successful, and it again died out until 1937.

While club work had apparently died in other parts of Carbon County, there was one club in Columbia that carried on. This club was led by Mrs. J. W. Liddell. It continued for about seven years, from 1927 to 1933 or 1934. At one of their county contests the little girl's and little boy's costume entered by this club won third place at the county contest. Mrs. Liddell sent them to Salt Lake City to be judged at the state fair, and there they received an A rating. From there they were sent to Portland, Oregon, where they received another first and were sent to Chicago to be judged among the world's best. Here the costumes received fifth place. The girls receiving this honor were Mary Mezek and Rosie Zupon.

In 1937, under the supervision of Mrs. Vernessa Grange, and in cooperation with the county agent, William Bennett, seven girls' clubs were enrolled with nine leaders. There was a total enrollment of fifty-five members. The leaders this year were Fay Chadwick, Lee Williams, Mrs. L. A. Hills, Illa Newton, Mrs. W. D. Chapman, Juanita Chapman, Mrs. H. B. Goetzman, Hazel Kelley, and Mrs. Frank B. Hanson.

This year six clubs received charters for 100% completion, and ten first year leaders' pins were awarded. A 4-H club Exhibit Day was held since there was no county fair, and it ended with a picnic and outing on September 2. On this day county winners were determined, all judging being done by Mrs. Mary Hanson and Mrs. Carl Peterson. The sum of \$22.50 was appropriated by the County Commissioners for prize money.

From this contest six delegates went to the State Fair, entering in contests in health, demonstrations, clothing group ex-

hibits, simple dress exhibits, and in record books. Nina Grange, Health Contest entrant placed first in the county and fourth in the state.

In 1938 two boys' clubs were organized headed by Donald E. Tanner, forestry, and Harold E. Wilson, beans. There were fifteen girls' clubs with nineteen leaders. Leaders of the girls this year were Mrs. J. W. Hussey, Mrs. Collier Worley, leaders of foods clubs; Mrs. Isabelle Wheeler, Beulah Powell, Lola and Erma Horsley, Ella Wells, Mrs. Wanda Petersen, Mrs. Helen Young, Mrs. L. A. Hills, Juanita Chapman, Mrs. Tom Rowland, Malno Reichert, Parthenia Rhead, Mayme Goetzman, Mrs. Frank B. Hanson, and Mrs. Gladys King, leaders of clothing clubs. Mrs. Collier Worley, Mrs. Wanda Petersen and Mrs. Helen Young were all of Wellington.

A club leaders' training school was held in the county under the supervision of D. P. Murray, state club leader, and Fern Shipley, assistant.

A Carbon County Club Leaders' Association was organized on July 21, and a constitution and by-laws adopted. Fern Shipley assisted in this organization. All past and present 4-H leaders were given membership. The association appointed an Exhibit Day Committee, and Outing Committee, and a Program Committee.

A 4-H outing was held in the Price City Park on August 26. Approximately 130 people attended, club leaders, members, and parents. Details of preparation were all handled by the Outing Committee under the direction of Mrs. Parthenia Rhead, chairman, working in cooperation with County Agent William Bennett.

County Exhibit Day was held September 17. Preparations were made by the Exhibit Day Committee, Mrs. W. D. Chapman, chairman, and the agent. Twenty-five dollars were appropriated by the county commissioners for prize money. Dr. J. C. Hubbard, assisted by Mrs. W. D. Chapman, conducted the 4-H health contest. Winners were sent to the state fair.

Hazel Bingham was appointed Home Agent in July of 1939, and took over the supervision of 4-H club work. Three leaders were sent to the state leadership school in Logan. At the county contest in the fall the club led by Mae Freeman won first place in their foods exhibit and placed in Class A at the state fair. Mrs. Blackham's group placed first in the county. Nina Grange was the winner in the style dress revue contest.

It is interesting to note that in less than three weeks after the boys' contests started \$150.00 in prize money had been contributed. Fifty percent of this was to go to the beet contest and the rest to the bean contest. Those contributing included the Sugar Beet Growers' Association, \$25.00; Bean Growers' Association, \$25.00; County Farm Bureau, \$25.00; Holly Sugar Corporation, \$25.00; Smith and Jordan Company, \$25.00; Price Commission Company, \$15.00 and the Carbon County Commissioners, \$10.00.

Many of the boys obtained crop yields in excess of what their fathers were able to obtain on the same land previously. Two boys were chosen to enter beets in the Utah State Fair and were awarded first and second prizes.

Miss Maud Martin took over the duties of the home demonstration agent in 1940 and remained for four years. 4-H club work now was steadily growing. In 1941 the first Carbon and Emery county 4-H club encampment was held in Huntington Canyon. All clubs united in one big three-day camp, and participated in songs, games, camping experiences, campfire programs, contests, and handicraft.

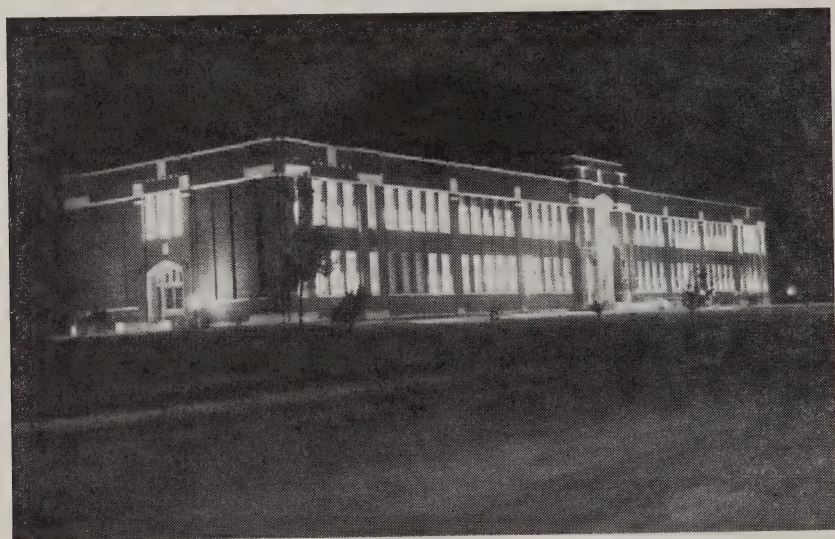
162 members, parents, and leaders attended the camp with forty-five of them being from Carbon County. Each year since that time the attendance at club camps has increased, especially the numbers of those participating from Carbon County until in 1947 about 450 people attended with 200 of them being from Carbon County. Almost every year the state club leaders, David Sharp Jr. and Fern Shipley, have conducted the camp with other specialists assisting.

In 1945 the 4-H Club Leader's Association was reorganized with the following officers: Mrs. Ruth Perkins, president; Mrs. Margaret Cornichec, secretary-treasurer; Mr. Asa L. Draper, vice president; Mrs. Wanda Petersen, recreation leader and Mrs. Jennie Messinger, reporter. These officers acted until 1948 when Mrs. Florence Stevens was elected president, Mrs. Nellie Duncan of Rains, vice-president, and Mrs. Selma Rowley of Spring Glen, secretary. Miss Catherine Chantry, Mrs. Juanita Shurtz and Mrs. Helen Cottrell were named to the recreation committee.

There have been several changes in agents since the Extension Service became a permanent part of activities in Carbon County. In 1942 when William Bennett was drafted into the army L. W. Rasmussen took his place, and in 1945 Mr. A. Full-

mer Allred took over club work when Mr. Rasmussen left. In 1944 Miss Martin was transferred to Ogden and Miss Theta Johnson took over as home demonstration agent for the Extension Service. Again in 1948 agents changed when Mr. Allred took up a new position in Colorado and Mr. Robert L. Hassell became the new county agent.

In 1946 the Southeastern Utah Fair was held. This was the first fair in the county since the one in 1929. It was held at the site of the old Carbon County Airport southwest of Price. The next year, 1947, the Southeastern Utah Fair was held in Castle Dale. Many county winners were selected from 4-H clubs at these two fairs, and many outstanding entries were sent to the



Carbon College. By Gene Parmley.

Utah State Fair. Following these fairs a Carbon County girl was selected as alternate to the Nation Club Camp in Washington, D. C. She was Catherine Chantry of Wellington.

The county exhibit day in 1947 was attended by approximately 500 interested club members, leaders, and parents. It was the largest exhibit day ever held. Prize money was appropriated by the Carbon County Commissioners for contest winners. Many outstanding entries were sent to the Southeastern

Utah Fair in Castle Dale and on to the state fair in Salt Lake City.

The numbers of 4-H clubs had continued to increase in number and scope until in 1948 there were about 350 enrolled with approximately seventy leaders. A 4-H club leaders' school was held by the 4-H Leaders' Association. It was under the direction of Mrs. Florence Stevens and Mrs. Nellie Duncan and conducted by Miss Fern Shipley, assistant state 4-H leader from Logan. They were assisted by Mrs. Vivian Yates of Hiawatha and Mrs. Daphne Hartle of Price who attended the leadership school in Logan.

State leadership school is a yearly event, and each year four or more leaders attend from Carbon County. Dale Olsen and Ray Hamelwright also attended in 1948.

4-H club work is still comparatively young in Carbon County but has made great progress since the first clubs were organized. It is rapidly becoming one of the leading activities for both rural and urban boys and girls in Carbon County.

HISTORY OF PRICE'S NEWSPAPERS

By HAL G. MACKNIGHT, *Co-Publisher, The Sun-Advocate*

The Eastern Utah Telegraph was the first newspaper published in Price. It began publication on January 15, 1891, with S. K. King as managing editor. A copy of this issue and subsequent issues are now among the files of The Sun-Advocate in Price. The ownership of the Telegraph changed, however, before the year was out, for on September 25, 1891, J. H. Sarvis and S. I. Paradice purchased the publication.

The Telegraph continued without opposition until February 7, 1895, when a rival paper, the Eastern Utah Advocate, made its appearance with S. H. Brownlee as business manager, associated with Dexter Smith. In October of the same year, Brownlee and Smith were arrested for arson, charged to setting the newspaper office on fire to cover up an attempt to steal some political money cached in the building. Brownlee, out on bond, departed suddenly for greener fields, but the case never came to trial against Smith.

Dexter Smith continued publication until January 28, 1897, when Clarence Nash and P. Lockrie took over. On August 18, 1898, the masthead contained the names of R. W. and John A. Crockett, two brothers, who published the paper until July 3, 1913, when they sold out to Fred L. Watrous of Myton, Utah.

The name of the Eastern Utah Advocate was changed to the Castle Valley News after it was sold to John V. Long in 1895. Another paper, the Carbon County News, started up shortly after this, but was consolidated with the Castle Valley News, and the new publisher was W. C. Benfer.

The Crockett brothers, who had sold the Eastern Utah Advocate to Fred L. Watrous, brought suit against him for not complying with terms of the sale contract, and were awarded the physical property of the plant on June 4, 1915. However, the name of the paper, through a lawyer's error, was omitted from the bill of sale, and Watrous sold the name to the Carbon County News, and that paper then changed its name to the News-Advocate.

The Crocketts were by this quirk of circumstances, forced to find a new name—The Sun, which was published continuously

until the death of R. W. Crockett in 1930, when his son, R. W. Crockett, Jr. assumed the management. J. A. Crockett also kept his interest in the Sun and worked in the plant.

On July 5, 1915, the News-Advocate was sold to Harry W. Cooper of Chicago. On August 13, 1923, Mr. Cooper died and his wife, Grace A. Cooper took over the management, continuing until May 24, 1929, when she sold the paper to William T. Igleheart of Salt Lake City. On July 2, 1930, P. K. Nielson bought the paper's assets at a sheriff's sale.

The rough going experienced by Price's newspapers emphasized the fact that the community could not support two papers. Finally, after both papers had found themselves practically insolvent, J. L. Asbury of Richfield, Utah, purchased the combined assets and called the new publication The Sun-Advocate, taking over control December 8, 1932.

Mr. Asbury's interest was purchased January 24, 1934 by a partnership of Val H. Cowles, Enumclaw, Wash., and Hal G. MacKnight, Price, the latter having been employed on The Sun since 1925. This partnership continued until April 1, 1945, when Mr. Cowles sold his interest to John Vlahovich of Renton, Washington. Mr. MacKnight and Mr. Vlahovich are present publishers.

The history of Price's newspapers is one of the most picturesque and exciting of any paper in the state. The early files are filled with the type of rough-and-tumble journalism prevalent in those days, low humor and outright slander that often ended up in fist fights, whippings, and on two occasions, gun play. When there were two papers, they were invariably in opposition politically to each other. Intense and vicious newspaper wars were inevitable.

In the '30's an "enlightened" and more tolerant type of journalism began to become apparent, especially among the small independent papers of the country. Political interest declined and publishers looked more and more to support from retail stores instead of political groups. This is reflected by the fact that every weekly paper in Utah is strictly independent in politics.

This policy of independence has been carried on by the partners MacKnight and Vlahovich in The Sun Advocate. Their paper was awarded first prize for general excellence over all the papers in Utah in 1946 and again in 1947.

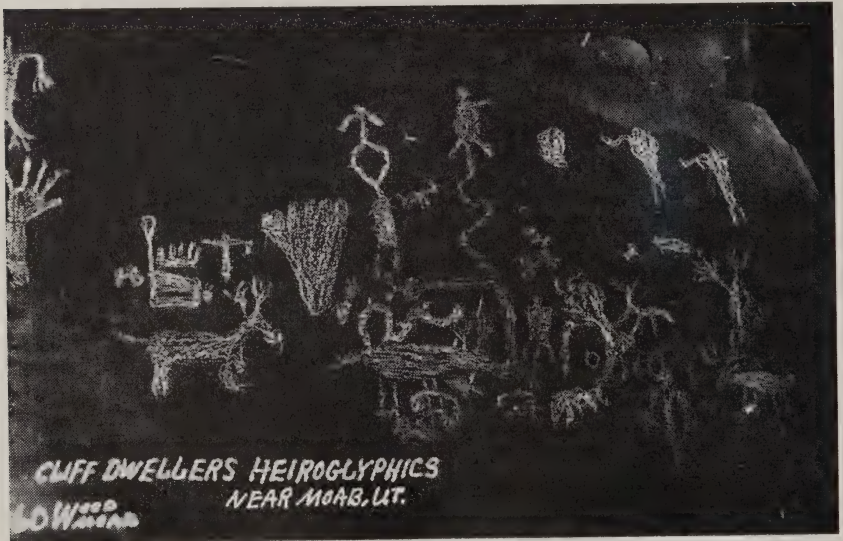
INDIAN IN CARBON COUNTY

By MR. HAROLD DUKE

Helper, Utah

When the white settlers came to what is now known as Carbon County they found very few Indians. During the period when Indian troubles were being felt in other places no such trouble was experienced here.

From the evidence, we find that this land was once occupied by great numbers of Indians.



Cliff Dwellers Heiroglyphics. Early Indians of Eastern Utah.

Pottery making was practiced near the Blue Cut region; pieces of pottery can be seen in abundance. Grinding bowls and grinders have been found in this area, also.

A definite system of communication by smoke signals was established. Evidence of this can be seen on the hill across the river, west of the Modern Dairy, where a large flat rock with a hole ground in the center is located. The blackened oval in the

rock indicates that fires were built in it to send out signals. A similar rock, commonly called Table Rock, is located on the point of the hill above Blue Cut and is believed to have been used for smoke signaling also.

Abundance of Indian picture writing can be found on the cliffs and rocks up near steel railroad bridge near Consumers. Writings can also be seen at various places along the Price River.

There is also evidence that cliff dwellers once inhabited this region. The remains of their houses can be seen on the cliffs facing Carbonville. The remains of another race of cliff dwellers can be found in the Nine Mile area. From the skeletons of these Indians we are led to believe that they were a tribe of pygmy Indians approximately thirty to forty inches in height.

It is surmised that they lived in cliff homes, high on the sides of the cliffs, for a natural protection against larger races of Indians. In these cliff homes have been found grinding bowls, many specimens of pottery and corn seeds.

A great Indian battle was once fought near Coal City. The great number of flint arrow heads and spearheads found indicate this.

It is believed that the later Indians had a superstitious fear of this region and for that reason went elsewhere to live. When the early pioneer whites came into this territory they encountered very few Indians and these Indians were never known to resist the white settlers.

HISTORY OF HELPER'S NEWSPAPERS

By C. N. MEMMOTT

According to fragments of historical information gleaned from various sources, there was talk back in 1891 of a newspaper to be founded in Helper when (as the American Fork Independent has it) the population consisted of five or six section men, a dog, and a prospect of an existence. However, nothing ever came of this threat because the first newspaper to be started in Helper was *The Helper Times*.

The *Times* was established in 1911 by I. A. Lee and published every Saturday as a Republican newspaper. Apparently Mr. Lee remained as publisher until about 1919. Sometime shortly after the end of 1919 the records reveal George Grow was the publisher. On August 20, 1924, Mrs. Grace A. Cooper took charge and continued until February 28, 1927, when C. L. Conner took over as publisher. He relinquished his name on the masthead September 3, 1928. While Mr. Conner was active as publisher Miss Ruth Metz was the associate editor, so a stray copy dated April 21, 1927 reveals. A year later Mr. Conner's name appeared on the masthead with that of Hal G. MacKnight as co-publishers, and Miss Metz as editor. June 5, 1930 Wm. T. Igleheart became editor. His name continued on the masthead until December 3, 1931. It is understood that the paper then was printed in the plant of the *News Advocate* at Price and distributed in Helper. On December 10, 1931 it appears the *Times* had not fared too well for Howard A. Jarvis bought the plant at a sheriff's sale, and sold it on Dec. 31, 1931 to C. Watt Brandon and his son, DeLoss E. Brandon.

On January 7, 1932 the name of the *Helper Times* was changed to the *Helper Journal* by the Brandons who had come to Helper from Sheridan, Wyoming. They continued as co-publishers until February 4, 1932 when the senior Brandon name was dropped from the masthead and DeLoss E. Brandon appeared as editor and publisher. Brandon sold the *Journal* to George W. Baker January 12, 1934, who remained at the helm until October 1 of the same year when he relinquished title to the paper to Leland Burress and William F. MacKnight, who

sold to Val H. Cowles and Hal MacKnight, then publishers of the Sun-Advocate of Price and Clifton N. Memmott became the managing editor July 1, 1947.

Mr. Memmott served in the capacity of editor and manager until August 1, 1940, when he purchased Mr. Cowles' interest and he and Mr. MacKnight were co-publishers until Sept. 1, 1942 when MacKnight sold his interest to N. Joe Tullius. Memmott and Tullius have continued as co-publishers until the present time (Nov. 1, 1947). Mr. Memmott is editor and business manager, and Mr. Tullius is supervisor of production and the mechanical department. In the ten years Mr. Memmott has been associated with the paper the Journal has developed from a questionable investment into a sound proposition that is rated among the 10 best weeklies in the state of Utah.

HISTORY AND ACCOMPLISHMENTS OF PRICE CCC CAMP

By W. W. WEST

The Price CCC Camp was built by the U. S. Army in 1935. Construction started in June 1935 and was occupied in October of the same year, by CCC Company No. 593, which was transferred from Kalispell, Montana, comprising 200 enrollees under the command of Captain C. D. Jones.

The Price Camp was designated as Soil Conservation Camp No. 3-U, (SC 3-U), during its entire history. While it was occupied by various CCC Companys, the U. S. Soil Conservation Service was the work agency in charge of all erosion control work in the area. W. W. West was Camp Superintendent directly in charge and responsible for the work projects from the beginning and was assigned to this camp during most of the period of operation. W. S. Williams, son of D. E. Williams was the first Camp Clerk, together with the following local Foreman, Barton Olsen, Wm. J. Hansen and Eugene Anderson with various other camp personnel from outside Carbon County. D. A. Bench was the first camp mechanic.

The first erosion control project started and completed was the fencing of some 48,000 acres of grazing lands which was mostly Public Domain land lying directly to the northeast of Price. Considerable erosion control work was done on the area following the fencing. This consisted of various types of dams, revetments, water spreading devices, contour ditches, furrows, etc. and reseeding and range control.

This area is now under the supervision of the U. S. Grazing Service and it shows improvement as a result of the work done by the CCC's under the supervision of the Soil Conservation Service.

After completion of this project work was begun on privately owned grazing and farm lands and irrigation systems, to assist in the control of erosion. This work was done in cooperation with the farmer and the SCS by Cooperative Agreements duly executed by both parties. Considerable erosion control work was accomplished under this plan by the Price CCC Camp in Carbon

and Emery counties. CCC Side Camps were established and operated by the main Camp under the supervision of the camp superintendent, at various locations in order to expedite the work. Sites thus operated were located at Colton, Nine Mile, Green River, Bountiful, Utah and Moab.

The Price CCC Camp had a continuous enrollment of about 200 enrollees during its seven years of operation and during this period some 2600 boys were enrolled and trained. The camp was closed in June 1942. These boys ranged in age from 17 to 23 and were recruited from the various states of the nation. It was planned that at least one half of the time and money spent on CCC work should be toward the training and education of the CCC enrollees. It is believed that much was accomplished in the training of these boys, since many could not read or write when they arrived in camp. With very few exceptions all could read and write when they left camp and a large number of them were taught vocations, since it was a splendid opportunity for the boy to get both off the job and on the job training. Then from a conservation point of view it is observed that much good was done in the area toward erosion control by the CCC boys under SCS supervision.

THIS IS YOUR COLLEGE

Submitted by CARBON COLLEGE

Carbon College did not come into existence by reason of a *magic touch*, neither did it come without hitches along the way. Considerable preliminary work was done before the creation became a living institution, ready for service to the public.

As early as 1928 there were rumors and agitation for a college in this part of Utah. From this time until the college bill was passed the supporters of the school continued the struggle for a school. Our own representatives in the State Legislature when the school was created were Senator Lindstrom, and Representatives Bonacci and Tidwell, all of whom were interested in a school bill.

The first draft provided a school to be a branch of the University of Utah. This movement met opposition at once, from certain sources, and to overcome such, a new draft provided a school of Junior College Grades to fit into the Junior College Program of the State of Utah.

Consequently, Senate Bill Number Six was introduced by Senator Lindstrom and was passed February 11, 1937, went into effect February 20, 1937. The support of the President of the Senate (now Governor of our State Honorable Herbert B. Maw) was a great lift in the passage of the College Bill. Also, the Local Board of Education with O. H. Guymon, President, and Superintendent G. J. Reeves the executive head rendered valiant support—support which resulted in the success of the whole program. In addition the people of Eastern Utah united to influence relatives and friends in the 1937 session of the State Legislature to support Senate Bill Number Six. This splendid cooperation could only bring a majority vote in both Chambers of the Legislature.

The major objection to the measure came from the school people of the state who were vigorously opposed to the extension of the Junior College Program. They argued it would further deplete the School Revenues of Utah, and too, argued they, we have enough institutions offering upper division work. At present Carbon College is an approved four-year school with an upper

and a lower division—a new plan of school organization. The present enrollment is approximately 750.

Chapter 77 Laws of Utah 1937 is an act relating to a Junior College at Price, Utah. QUOTE.

Section 1. *CREATION—COURSE OF STUDY.*

Upon condition that the taxing units of Carbon County shall provide a suitable campus there shall be at Price City, Carbon County, State of Utah a State School to be known as the Carbon College, a Junior College. The course of study therein shall be limited to the first two years of College Work and may be open for registration of students for the school year 1938. Said School shall be maintained by the State.

Section 11. *MANAGEMENT AND CONTROL.*

The State Board of Education shall have the management and control of said school, prescribe the course of study, employ a supervisor and prescribe qualifications upon present and prescribed entrance requirements of students to said school.

Section III. *FEES.*

The same usual entrance registration fee and the same tuition per quarter shall be required of all students entering the said school as is required of all other like state operated schools within the state. The uniform registration and tuition fees shall be determined by the state board of education.

Section IV. *CLAIMS*

All claims against said school shall be approved by the State Board of Education and the State Board of Examiners.

Section V. *EFFECTIVE DATE.*

This act shall take effect upon approval. Approved February 29, 1937.

In keeping with the above creation a "suitable campus" was provided and deeded to the State of Utah by the Price City Council with the Board of Education of the Carbon County School District assisting in the arrangement.

Those who took part in this transaction were:

PRICE CITY COUNCIL

J. Bracken Lee, Mayor

E. N. Chidester

Wm. Campbell

John W. Holden

Sheldon L. Anderson and W. E. McIntyre, members.

STATE BOARD OF EDUCATION

Charles H. Skidmore, State Supt. of Public Instruction

James A. Langton, Salt Lake City

George A. Eaton, Salt Lake City

John C. Swenson, Provo

Albert J. Ashman, Richfield

D. W. Henderson, Salt Lake City

George L. Rees, Smithfield

Wm. O. Bentley, St. George

Wm. H. Reeder, Ogden

Alice H. Redd, La Sal

THE LOCAL SCHOOL BOARD

Orson H. Guymon, President

C. W. Petersen

C. E. Durrant

J. M. Naylor

Taylor Turner

These were active throughout the College Campaign. This Board solicited and secured the support of each adjoining school district board. This support was effectively felt in the Legislature. Fetzner and Cannon became the architects to plan and supervise the construction.

The buildings were completed in a remarkably short time. The contract was awarded to A. B. Poulsen for \$198,000.00. The original plan called for a cafeteria on the ground floor with the library immediately above on the second floor, but on the advice of a State Department Head this plan was reversed. With this exception the building was completed as originally planned. Thus a brand-new, modern plant with necessary equipment was made available to Eastern Utah in the year A. D. 1938.

The next year was to landscape and beautify the grounds, walks, grass and shrubbery. As this program materialized College Avenue was opened directly south to Main Street creating a beautiful approach to the campus and one of the spacious streets of the city, which shall in the near future be a "City White Way."

The college opened for instruction September, 1938 in the Carbon County High School Building, and in October 1938, the upper division moved into the new building, with the lower

division following at the opening of school after the Christmas vacation, January 1939.

The Carbon College Campus is conveniently situated in northeastern part of Price, Utah on a plat that formerly comprised a baseball and track park. The campus consists of about eighteen acres. For the opening year there was provided by the State Board of Education, the State Building Commission, and the Carbon County Board of Education, three new buildings; the Administration Building, the Vocational Education Building, and the Gymnasium. The fourth building was soon added as a music and fine arts building. Since this construction another addition for the business department and additional room for the shop has been made. Each building is used at present to its capacity.

In the Administration Building are the general office, library, cafeteria, book store, class rooms and laboratories. The Vocational Education Building has up-to-date facilities for instruction in machine shop work, wood work, auto mechanics, and welding. In the newest building addition is located the business department. In the Physical Education Building adequate space and equipment is provided for a complete program in health education and athletic games, with a proper emphasis on Intramural Sports. This building has a seating capacity of about 1200. Carbon College has developed completely with other like institutions in school organizations and activities, holding scholastic achievement primary, and the extra activities of secondary consideration. The associated students of the college by a constitution and set of by-laws operate their own government. The Student Body and the various classes choose their own officers by a democratic election. These officers plus faculty advisers conduct the affairs of the school government. This organization encourages a student activity program to provide individual and group development. This theory is based, and justly so, that the fulfillment of the objectives of Junior College Education is founded upon student participation in life's activities and the acceptance by the student of social responsibility and leadership.

In addition, this type of training and education provides an appreciation for cultural and aesthetic experiences and the realization of rich living. In this program are found athletics, plays, dancing, clubs, and all other education and recreational activities in which young people engage.

It is the policy of the College to encourage the organization of clubs and associations that will serve group interests of an academic or social nature. All such are organized under the supervision of the administrative officers. At the present time the organizations are as follows: Associated Women, Carbonettes, Pep and Senate. Each has worthy objectives, which time will not permit naming. All publications at the College are under the supervision of the English Department, students have an opportunity in both editorial and business experience in the issuance of such publications.

Musical organizations provide band, orchestra and vocal work. In the field of athletics the upper division competes with the Intermountain Junior College, while the lower division is a member of the Utah High School Athletic Association, and at the present time a member of the "Big Nine."

Assembly programs are presented by the groups and organizations within the College to advance the cultural and educational aims of the College.

Almost a tradition—old as the college—is the Artists and Lectures Series. This organization has brought to us outstanding performers: The Harp Quintette, Fulton Lewis, Jr., Luther King and many other equally skilled artists which could never have reached us here without the Artists Series. Discontinuance this year is first because of the 1947 Centennial Celebration which is absorbing public attention, and secondly transportation problems prevent full student participation. Many other activities are in our program which we can not mention. They too, are important, and a vital part of a liberal school program.

In 1942 Carbon College along with 1800 other like institutions throughout the United States introduced Home Nursing as a part of the school curriculum. This home nursing teaches the rules of personal hygiene and pre-school child care.

During 1938-39 the school enrollment was for the lower division 585, for the upper division 146, a total of 731. 1946-47 the enrollment stands at 497 for the lower division and for the upper division it is 252 or a total of 749. Particularly noticeable is the growth of the upper division after an almost "Black Out" during the war period.

During the year 1940-41 a survey showed there were 31 nationalities which places our school in the ranks of a cosmopolitan institution. Under the new four-year plan Carbon College

is a member of the Institution of Higher Learning. Carbon College credits by law are acceptable in all state schools, which means out of state recognition as well.

The great saga of our College is incomplete without a word about its role in the world conflict. It contributed "handsomly" in men and women, many of whom made the great sacrifice—38. To them we humbly pay tribute this minute. Many are about our halls again still contributing to a tradition and spirit that makes a great institution. This spirit was carried to all parts of the world by our boys and girls who served in Europe, Africa, China, Alaska, across the Pacific to the out-post of Palau. The training from our school helped these young people to adjust and serve efficiently. To these, one and all, in the name of Carbon College, we say "Welcome Home. We are most happy to see you."

Much credit is due the teachers and students at the school during this turbulent period, for the part they took in "Carrying on"—selling and buying war bonds and stamps. All along the campaigns a vigorous, enthusiastic response was met. No trouble getting over the top. Not once did our school fail.

Last but not least Dr. Eldon B. Sessions was named first president of the institution, and he has been succeeded in that position by Dr. Aaron E. Jones who is president now.

Carbon College is your college. Visit your college. Get acquainted with your college. You may like it.

The City White Way lighting system including College Avenue was installed in 1947.

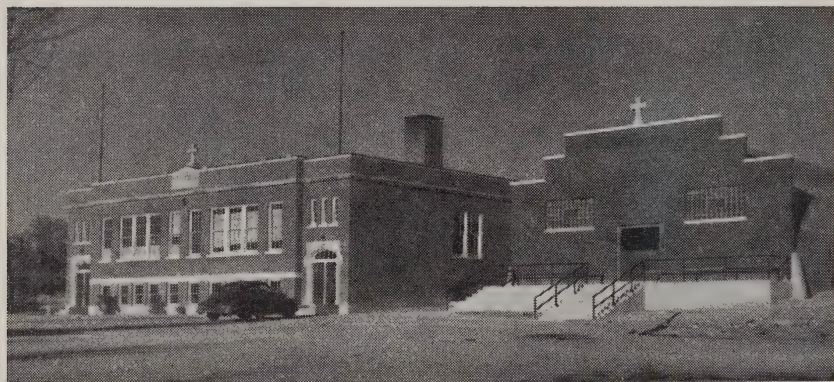
Enrollment in 1946-47

High School (11th and 12th grades).....	492
Regular College	329
Evening and Extension	350
Total	1171

NOTRE DAME SCHOOL

By REV. THOMAS F. BUTLER, *Pastor*

It was in September 1927 that the first registration of pupils was made for the new Catholic School in the City of Price. Classes were held, from September of that year until January 1928, in the social hall of the Notre Dame Parish church. In January the new school building, of modern design and construction, was completed and the 180 charter pupils of the school began classes there on Monday, January 11th.



Notre Dame School, Price. By Gene Parmley.

The school opened with the full eight grades of Grammar school and a teaching staff of six. Four of the staff were Sisters of Charity, with Sister Vincent as first principal, assisted by Sisters Severina, Mildred and Alix. Two lay teachers, the Misses Mildred Piacitalli and Lucille Moss completed the staff at that time. Since then two more grades have been added, the ninth in September 1932, and the tenth in the Fall of 1938. Of the original teaching staff only one, Sister Mildred, has remained at the school from the start.

The formal dedication of the school took place on Sunday, April 15, 1928 with the Most Reverend John J. Mitty, then Bishop of Salt Lake City, now Archbishop of San Francisco, presiding

in the presence of the Right Reverend A. F. Giovannoni, Pastor of the Parish. Following the formal dedication and blessing of the school a dinner was served at which Bishop Mitty informed those present of his personal donation of \$50,000 for the building of the school.

In the Fall of 1946 some 265 pupils were registered at the school and the Spring of 1947 saw the start of a large scale program of enlargement and improvement under the direction of the Very Rev. Thomas F. Butler, present Pastor of the parish. The staff now includes six Sisters of Charity and one priest, with Sister Maria as principal. The Sisters who have conducted the school from the beginning are members of the largest Religious Community of Women in the Catholic Church. Besides schools, they conduct many hospitals, orphanages and other institutions of welfare throughout the world. The school itself enjoys wide public esteem and draws pupils not only from Price, but also from Helper and several of the neighboring camps. These latter pupils are brought to the school on a bus owned and operated by the local Catholic parishes.

HISTORY OF PRICE CITY'S ATHLETIC FIELD

By ERIN LEONARD

The present setting of the Price City Athletic Field started from a small beginning. For many years the baseball grounds and race track occupied the ground upon which Carbon College now stands. In 1936, Mayor J. Bracken Lee instructed Erin Leonard to have a new grandstand constructed. Mr. Leonard



Early Ball Teams of Price

and Mr. A. W. Mack went to Grand Junction and made a sketch of the grandstand there. The present grandstand was then built on the same lines as the grandstand in Grand Junction. It was constructed of the old material in the former grandstand by some of the citizens of Price City who were very much in need of employment at that time. This was done under the direction of A. W. Mack and Nephi Gunderson.

In 1937, the site of the present College was deeded to the State Board of Education and the Carbon County School District. This necessitated the moving of the grandstand. This was accomplished by raising the grandstand off the foundation and turning it around to face north. The present baseball field was then constructed by the Price City Street Department.

In the summer of 1937 the first Rodeo was held in Price City under the auspices of the American Legion. Temporary bleachers and the present lighting system were installed and the corrals and chutes were built at that time. The Rodeo proved to be a great success and additional seating capacity was badly needed, therefore, the next year the west bleachers were built under the direction of Nephi Gunderson. All of the materials were furnished by Price City and the labor was performed under the WPA Project.

The American Legion has used the grounds since that time for the Robber's Roost Round-up Rodeo, which has proved to be one of the outstanding events held in Eastern Utah.

Carbon College has also used this field for High School and College football games. At the present time, under the direction of the State Board of Education, plans are being made for construction of a modern stadium for football and track.

THIRTY

By C. H. MADSEN

As we look in retrospect at the lives of those twenty-two heroes of World War I and the fourscore and five from World War II, who are alive now only in the sacred halls of memory, we see the exemplification of the first principle of patriotic citizenship—that of loyalty to a great cause. Above all else, these men were loyal—they were patriots who loved their country and their fellowmen. “Greater love hath no man than this, that a man lay down his life for his friends.”

Their sacrifice points to examples of honesty, trustworthiness, bravery, valor, and service. Their deeds lift our minds and hearts onward and upward. To us, after these years have lent perspective, the important thing is that we may contemplate their achievements, view their characters, and re-dedicate our efforts toward greater honor to the country for which they lived and died.

To us the challenge comes to “carry on” for our country from the unfinished goal for which they struggled. Our country’s Constitution is the basis of an experiment in the practicability of republican government. No one seems yet to know with how much liberty the world can be trusted. Even in our own country, the ideals for which these men died have been already submerged in the uncertainty of garbled issues.

These men knew the price of democratic citizenship. They possessed a fine distinction between the blessings of liberty and the bane of license. They were acquainted full well with the heart throbs of American democracy. As we look into their lives, peruse their deeds, and pronounce their names, known so well to many of us, we are reminded of the inspiring words of Henry Van Dyke.

“There is a life worth living now, as it was worth living then, and that is the honest life, cleansed by devotion to an ideal. There is a battle that is worth fighting for now, as it was worth fighting for then, and that is the battle of justice and equality. To make our city and our state free in fact as well as in name; to break the rings that strangle real liberty and keep them

broken; to cleanse, so far as in our power lies, the foundations of our national life from political, commercial, and social corruption; to teach our sons and our daughters by precept and example, the honor of serving such a country as America—that is worthy of the finest manhood and womanhood. . . . The well-educated are those who see deepest into the meaning and necessity of that work. Nor shall their labor be for naught, nor the reward of their sacrifice fail them. For high in the firmament of human destiny are set the stars of faith in mankind, and unselfish courage and loyalty to an ideal.”

Such were these heroes of both World Wars, men who dedicated their lives to their country. They never worried about other people’s appreciation. They lived and fought and died showing their appreciation for our Country. They did their duty to their country in the light of an awakened conscience. They never sought to promote their own greatness. Theirs was the mark of true patriots. They have left a heritage of duty and opportunity to Americans of every station, everywhere throughout our country.

For us, their sacrifice has lifted their memories to companionship with the Infinite. “Greater love” . . . they laid down their lives for freedom and us. We pause to honor them and pronounce their names in humble veneration. May we listen to the Roll Call?

CARBON COUNTY SOLDIERS WHO SERVED IN THE FIRST WORLD WAR AND DID NOT RETURN

The following list of names and the prayer of Mrs. A. E. Gibson were taken directly from the monument in the Service Star Park.

A monument was erected in the Service Star Park, Price, Utah, by Price Chapter Service Star Legion on November 11, 1938, in memory of the following men from Carbon County who served in the First World War and did not return.

George West Stevenson
Thomas Guy Irving
Albo Vincenzo
Edward C. Anderson
Earl H. Baker
Abraham J. Crawford
Adolphus B. Curtis
Ben A. Harding
Lawrence E. Larsen
William Leitz
William H. Mather

William J. McComb
Charles J. Mitchell
Joe R. Maranjo
George Palliouthis
Joseph Powell
Frank Redo
John W. Roberts
Arthur P. Thomas
William H. Walkington
Nelden F. Worley
Henry R. Zobell

Prayer offered at the dedication of the marble monument for the Soldier Boys Service Star Park, by Mrs. A. E. Gibson, Price, Utah:

"Our Heavenly Father: We, the Mothers and near kin of these soldier boys who made the supreme sacrifice have gathered here to do them honor and to erect here a monument that will remind those who follow of the fine and noble work they did.

Wilt Thou bless us in our endeavor to continue to help those who are in hospitals and elsewhere. Cause that Thy Holy Spirit may be present upon this occasion to direct the things we do.

Let Thy kind influence hover about the mothers of these honored dead, that they may be assured that the sacrifice was not in vain.

Direct us in the paths of righteousness and let Thy peace reign on earth, we pray in the name of Jesus Christ, our Redeemer, Amen.

**CARBON COUNTY SOLDIERS WHO SERVED
IN THE SECOND WORLD WAR
AND DID NOT RETURN**

Alexander, Eugene
Amadoro, Salvatore
Angotti, Antone
Avalos, Jesus
Averill, Charles Albert
Averett, Jack B.
Barker, Stephen A.
Bikakis, Luther Charles
Bragdon, Warren J.
Bromley, Dewayne J.
Bruno, Ernest Felix
Bruno, James L., Jr.
Bruno, Orlando S.
Busch, David Lester, Jr.
Capozo, John
Cave, Orivl M.
Cory, Thomas H.
Cowan, Norman K.
Cravens, Gilbert
Christensen, Bernard A.
Davis, Leroy Conrad
Denny, John R.
Denny, Thomas Patrick
Dixon, Leonard
Donohue, Ned Burton
Engle, Robert E.
Fox, William Kent
Francisco, Joseph
Frandsen, Richard F.
Freeman, Glen William
Callegos, John J.
Gardner, John Darwin
Gerber, Keith McKee
Gill, Harold Edmond
Giraud, Peter

Gunderson, Frank Keith
Gunderson, Jack L.
Holsten, John Walter
Hixon, Rufus P.
Hibner, Okey L.
Hyatt, Herman Leroy, Jr.
Jernigan, Alton A.
Keen, Weston Kay
Keller, Ray E.
Kochevar, Rudy
Kolovich, Joseph
Leonard, Harold E.
Lermiaux, Buster
Littlejohn, Alexander
Livingston, Acel Earl
Malonas, Harry
Mancina, John
Martinez, Fily
Nicolaidis, Thomas
Nielsen, Thorald D.
Nogulich, George, Jr.
Pappas, Anthony L.
Pike, Leonard B.
Pilling, Ervin M.
Pilling, William Dorius
Polve, LaMar V.
Powell, Joseph Preston
Powell, William J.
Protopappas, Charles D.
Rasmussen, Lawrence V.
Rich, Darrell
Richards, Albert R.
Rowley, George A., Jr.
Stillitoe, Frank B.

Simmons, Doyle LeRoy
Smoedy, Frank
Starich, Walter Anthony
Stifos, Pete
Topolovec, David A.
Trete, Wallace N., Jr.
Trueba, Frank
Tucker, Earl

Vail, Vern L.
Watkins, Kenneth Wayne
Williams, Orson (Jack)
Hartman, Roy John
Jackson, George B., Jr.
Laursen, Kenneth Abner
Naylor, Robert Russell
Rahor, William G.

Names submitted by DOW YOUNG

WINTER QUARTERS

From History Compiled by C. H. MADSEN

Winter Quarters, another "Ghost City," is located at the foot of the hills in the upper end of Pleasant Valley. Quoting from a reliable source, written in the early thirties, we submit the following:

"The boarded windows which were once open to the sunshine, darken the weather-worn houses; the silent school house, a pretentious edifice, is for ever hushed and free from muddy feet and the laughter of merry voices. Fate has dealt unkindly with the little village and has left us only a memory of friendly neighbors, pleasant social gatherings, and the horror of the dreadful mine disaster, as well as the struggle of women and children who were left alone to carry on."

It is our understanding that some of these houses have been removed but that others still stand.

According to the most reliable information available, Winter Quarters was the first coal mine to be opened in Utah. The story has it that a Welsh coal miner led a group of twelve men and one woman across the mountains from Fairview in Sanpete County about 1875. They built a road, opened a small mine and began hauling coal to the settlements in Sanpete County. The first winter was very severe and the small band nearly froze to death. Their camp was pitched in Little Gulch, near the place where the Wasatch Store now stands. The town was appropriately named "Winter Quarters."

The building of the railroad became the prime necessity for this new coal region. There was no other way at that time to get the coal to market in large enough amounts to make mining profitable. Where to obtain the money to build the road was the big problem. A large stock of dry goods was purchased in the east. This bankrupt stock was obtained at a nominal cost and used to pay the men who labored on the railroad. Just where they obtained the rails, ties, and other equipment to build this narrow gauge road to connect with Springville, is not common information. Because of the way the road was financed, it was nicknamed the "Calico Road." It was soon afterward purchased

by the Denver and Rio Grande Western Railroad, which had extended the main line from Springville to Colton. The Winter Quarters branch was connected with the main line at Colton, then known as Pleasant Valley Junction.

The mine at Winter Quarters was leased to Bishop David Williams for about eight years after the completion of the railroad. The Bishop used the same methods of paying his workers as had been used when the railroad was in the process of construction. Modern methods of mining were not employed at this camp until the last few years previous to its abandonment. As was stated in a previous discussion, the mine was considered safe until the explosion of May 1, 1900.

The coal mined was considered inferior in quality to that produced at Castle Gate and was not used except by the railroad company for its locomotives. Then, because of the long haulage underground and the quality of the coal, the tonnage of production decreased after 1920 until the mine was closed in 1928.

The Pleasant Valley Ward at Winter Quarters was one of the early organizations of the Latter-day Saints Church in this area. David Williams was its first Bishop. He served for about seven years under the direction of the Sanpete Stake. According to our informant, Thos. J. Parmley became the Bishop in 1888 and served until 1920. John L. Parry next occupied this position from 1920 until about 1927, when Alfred Newren became the Presiding Elder until the camp was closed.

(For further information see A. C. Watts report.)

SCOFIELD

From History Compiled by C. H. MADSEN

The town of Scofield lies in the bituminous coal fields of Carbon County. Nestled in the tops of the mountains, its location presents a picturesque view as one looks toward the south shore of the Scofield Reservoir, separated as it is from the reservoir by the green fields in summer and the snow-covered level lands in winter. This Pleasant Valley town is completely isolated from the rest of Carbon County towns and lies about fifty miles from the center of population. A visitor might not suspect that Clear Creek, a mining camp only a few miles away, and hidden from view, ever existed.

According to the best available information, the first settlers of this community were not attracted by the coal deposits; they came because large tracts of grazing lands were available for their cattle. Today, the Pleasant Valley, six miles long and about a mile in width, is covered by the Scofield Reservoir, but in those early days luxuriant grasses provided abundant feed for livestock. S. J. Harkness, T. H. Thomas, William Burrows, O. G. Kimball, D. D. Green, J. W. Metcalf, H McKecheney, and Joseph Castle are reported to have grazed cattle in this vicinity in the late eighties of the last century.

Most people hereabouts credit the name of the *Scofield* as coming from one "General" Scofield, who was a timber contractor in the early days.

Timber work and sawmill operations were developed early in the mountains adjacent to Pleasant Valley. As early as 1878, John E. Ingles and Stewart Eccles brought from Ogden's Hole in Weber County a shingle mill which they set up in the Mud Creek area. This mill was located approximately six miles south of Scofield. Two other sawmills were in operation when these men arrived, one had been built by Shadrach Holdaway of Provo. David Eccles of Ogden brought another mill into the territory in 1881 and set it up near the Ingles-Eccles mill. Other mills were subsequently built by David Eccles. This lumbering and shingle mill business was lucrative around these parts until Oregon lumber was imported. Local lumber could not be produced (milled) as cheaply as Oregon lumber could be supplied and the local mills could not compete.

THE CALICO ROAD

By HANNAH M. MENDENHALL

Milan Packard, one of Springville's pioneer capitalists, was closely identified with the material interests of the city. He worked as a freighter to the Missouri River, to Montana and later to California. He was interested in some of the mining prospects, but later became a successful merchant.

Among other interests he sponsored and financed the building of a narrow gauge railroad from Springville into the coal fields of Carbon County, Utah. Coal had been discovered but there was no way to get the coal into the valley except by wagons which were inadequate to meet the demands. The road was started September 7th, 1878. Mr. Packard was his own contractor. Starting from the tracks of the Union Pacific in Springville it ran through Spanish Fork Canyon, into the mining camp near Scofield.

Mr. Packard employed many men both as sub-contractors and workmen and the men received part of their pay in merchandise from Mr. Packard's store. Calico was the standard cotton material used for clothing at that time. Consequently many of the workers took calico as pay, so the road was christened the "Calico Railroad."

The engineer who laid out the road was a Mr. Geo. Goff. Two later engineers were Faus Smith and Abe Deremus who continued the engineering until the road was within a few miles of Scofield, when a company of Eastern men bought the road. C. U. Scofield was president of this company.

Joseph Vane, a pioneer residing in Springville, now 87 years of age, worked on the road laying and fitting rails as well as helping to build bridges. He served as road master after its completion. James Kirkham and Robert Watson were pile drivers for the bridge work. In this work they were aided by mules. Mr. Vane said, "The mules knew just as soon as the hammer went down, they could back up, nothing could induce them to take a step further."

Martin Crandall had a contract for grade work and the following men helped: Richard L. Mendenhall, Charles M. Bird,

Martin Bird, LeRoy Bird, Hyrum B. Perry, Richard Thorne, Ted Marshbanks, Bill Sumsion, and Ed Haymon. Among the first engineers were Jack Couly and a Mr. Shroad. Don Huntington was the first conductor.

This narrow gauge road was used until 1883 when the Denver and Rio Grande bought it, changed the grade to make the grade an easier climb and continued the road farther into the coal fields of Carbon County and Emery County. One of the coal miners said, "It didn't matter what time of the day or night the train reached the mine for coal, the miners filled the car and sent it on its way down the canyon, so it would hurry back for more coal."

THE SCOFIELD MINE DISASTER

From History Compiled by IRENE O'DRISCOLL

For the Sally Ann Olsen Camp

The following information was taken from the "History of the Scofield Mine Disaster," by J. W. Dilley.

The terrible calamity of Tuesday, May 1, 1900, in No. 4 Mine at Winter Quarters:

May Day, or Dewey Day, dawned bright and clear, when about two hundred miners left Scofield for the mines in the miner's coach that is run back and forth at the change of shifts



Baggage Car Carrying Bodies of Miners Killed in Scofield Disaster

to the mines of the Pleasant Valley Coal Company at Winter Quarters. Every one of the men who were soon to meet death in its most horrible form was feeling in the best of spirits as evidenced by the pleasant joke that was bandied back and forth through the coach. What had they to fear? Were they not working in one of the safest coal mines situated in the coal region? Each one was looking forward to the evening when there was to be a dance in the new Odd Fellow's Hall, and their children were to have a celebration in honor of the Hero of the Battle of Manilla.

Nearly every man was at his post of duty in the mine when from some cause or other, a most terrific explosion took place and all was changed in the twinkling of an eye.

At about fifteen minutes past ten o'clock the surrounding country was startled by an explosion, but as it was "Dewey Day" nearly everyone supposed that the noise was caused by someone setting off a blast in honor of the day.

But soon women were seen hurrying toward the mine and by their blanched faces one could read that there was something amiss at the mine. Reports came from them that Number 4 had exploded, but this was not believed as this mine in particular was considered to be the safest mine of all the Company's mines. But disaster dire and dreadful had overtaken Number 4. The miners were confined with no chance of escape, caught like rats in a trap. No hope to recover anyone alive, no hope to ever look upon the living faces of those entombed.

A relief committee was soon formed and headed by T. J. Parmley, Superintendent of the mine, started for the levels of Number 4 through Number 1, there being inside connections. They were driven back by the terrible after-damp that had by this time reached the levels of No. 1. This endeavor having been found impracticable on account of the after-damp, the committee hurried to the mouth of No. 4 where the attempt was again made to enter the inferno that raged within.

Attempts were made many times before the actual rescue work began. Hope had been entertained that some of the men, especially in No. 1, would be found alive but the farther the rescuers went, the more apparent became the magnitude of the disaster. Men were piled in heaps, burned beyond recognition.

After a time the dead men were brought to the mouth of No. 1 by car load, sometimes as many as twelve bodies being loaded upon one mine car. Then it was that the horror of the situation began to dawn upon the people on the outside of the ill-fated mine. Then it was that the people realized that it was impossible to expect anything but the burned or mangled bodies of the loved ones that had entered the mine so light-hearted that morning.

The boarding house, the meeting house, the school building, and the barn all were cleared out and used as receiving rooms and washing rooms.

A total of 199 men were killed and seven injured seriously. One hundred three escaped from No. 1 uninjured and only one escaped uninjured from No. 4, most of the men in No. 4 being killed by force and heat while more than 100 men in No. 1 were suffocated by after-damp which swept down from No. 4.

An inquest was held upon the body of John Hunter. The jury found the verdict as follows: That death was caused through an explosion in No. 4 mine while in the employ of the Pleasant Valley Coal Company. The explosion was caused by a heavy shot igniting the dust.



Apostle Teasdale Dedicating in Scofield After the Mine Disaster

Gomer Thomas, State Mine Inspector, said, "I inspected the mines here on March 8, 1900, and found them in fair condition. The ventilation was good and the mine was free from gas. In my estimation the disaster was caused by a heavy shot of giant powder or loose powder exploding. The giant powder went off, being the result of a dust explosion. I went to a place where it was claimed they had powder stored away, and the place showed that the explosion had started there. It showed further that the body found there was burned more than any of the other bodies which we found. In March, at the time of the examination of the mine to check the ventilation, I found the Pleasant Valley Coal Company had complied with the law."

One hundred and fifty bodies were buried in Scofield, the others being sent to all parts of the state and eight outside of the state. There are about 125 graves on a tract a little over an acre in size. The other twenty-five are in various parts of the cemetery being in the midst of those of the same families who

had gone before. All the caskets in Salt Lake City were not enough to bury the dead and a carload was ordered from Denver, Colorado.

There were left 107 widows and 268 orphans. Sons were killed leaving aged fathers and mothers. Brothers lost their lives leaving unmarried sisters and younger brothers to live as best they could.

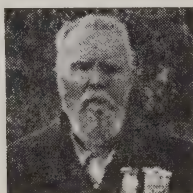
The Scofield Mine Disaster was truly the most dreadful calamity that ever occurred in the Western country.

WELLINGTON

The town of Wellington is located north of the Price River, about six miles southeast of Price City. It is situated on a bench gradually sloping towards the east with hills on the north and the river on the south.

Originally the Wellington district extended about three miles up Price River and five miles down the river from the Wellington townside. The family who resided farthest down the river occupied a farm situated a mile east of Farnham Switch on the D. & R. G. W. Railroad. Nearly all the families lived on their farms, which were very much scattered.

These farms consisted principally of the lower lands lying adjacent to the river on both sides. The town site was located about six miles southeast of Price, thirty miles northeast of Castle Dale, and one hundred twenty-seven miles southeast of Salt Lake City.



JEFFERSON TIDWELL

One of the first settlers in Castle Valley.

Came in 1877.

From the year 1850 until 1882 hunters, trappers, and Indians frequented the valley.

In 1861 a prospecting and surveying party was sent out from Sanpete County by President Brigham Young to explore the county east of the Wasatch range. They went as far as the Moab country and built a small fort there. Upon their return they reported that this region was fit only for hunting and trapping. Little more was done at this time.

In 1877 Jefferson Tidwell of Sanpete County was sent by Brigham Young to look over this country and report whether or not it was favorable for settlement. Jefferson Tidwell re-

ported favorably on the White (Price) River and also on the long valley at the eastern base of the Wasatch Mountains which was already becoming known as Castle Valley. Before this, the valley had been used as a summer herd ground for cattle.

Andrew Jenson submits the following about early Castle Valley: "The actual settlement by Anglo-Saxons of what is universally known as Castle Valley (lying on the Green River slope east of the Wasatch range of mountains) dates back to 1878. Prior to that date this part of Utah was a favorite rendezvous for the Ute Indians; and during the Black Hawk War in 1865-67 the Indians, under their chief, Black Hawk, made numerous raids into the Sanpete and Sevier valleys to steal horses and cattle, which, they as a rule, brought successfully over the mountains into Castle Valley, where the broken condition of the country and the long distance from settlements afforded safe hiding places for both themselves and the animals which they had stolen. They thus eluded capture by the brave Sanpete and Sevier boys, who frequently followed the robbers as far as Castle Valley and, in some instances, went as far east as Green River in their pursuits."

Some time after 1877 and before the first settlers came, Nathan Galloway shipped furs on a raft down the Price River. He was the first navigator of the Colorado River and was asked by the United States Government to design boats for the Hydrograph engineers to navigate the Colorado River. He built a large dugout near the present location of Wellington and used it as a storehouse for his furs and also as his headquarters.

After the death of Brigham Young, John Taylor, the new president of the L.D.S. Church, called to this mission Jefferson Tidwell and his son, William Tidwell, William Averett, and thirteen others. They crossed the mountains from Sanpete County in the autumn of 1879. They located at the point known as the Dead Horse Crossing on Price River. This is approximately four miles below Price City. This Dead Horse Crossing received its name from the fact that so many horses had died from drinking the water which had formed in clear pools but was so extremely alkaline that it caused their deaths. The old road came from Sanpete County through Salina Canyon and passed through Ferron, Castle Dale, and Huntington. From here it went to Dead Horse Crossing on the Price River, went up through the cedars north of the present site of Wellington,

passed through Soldier Canyon to Vernal, and moved on to Colorado.

At this Dead Horse Crossing they built a dam to take water from the river for irrigation. This was the first dam ever built across Price River.

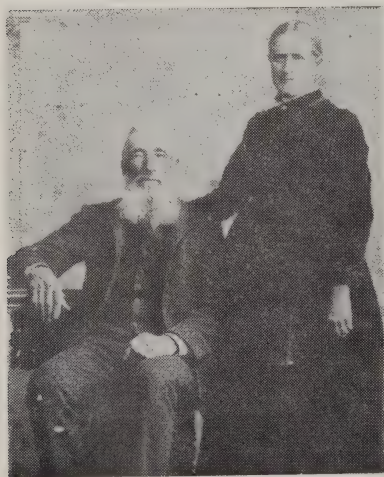
These men returned home after January 1, 1880; but in the spring Jefferson Tidwell returned with a dozen other men including Sidney Allred, George Blair, Thomas Blair, and William Averett.

A ditch two and one-half miles long was begun on the south side of the river and considerable plowing was done. Some grain was sown, but the ditch broke near its head and the crops failed. These men were without their families and lived in seven or eight dugouts on both sides of Price River.

Some of these settlers returned to Sanpete Valley for supplies during the fall of 1880, while others remained on their land, spending the winter there. The next spring, however, all the settlers vacated the lands and the settlement was abandoned for a year.

In the spring of 1882 Thomas Zundle, Robert A. Snyder, William J. Hill, and others came with their families. The Snyder and Zundle families arrived May 6, 1882. That fall Zundle built the first log cabin and Robert Snyder built the second cabin. The original settler, Jefferson Tidwell rejoined the colonists in August of 1882. There were also others who arrived this year.

Great hardship was experienced by these settlers for no grain had as yet been raised, and the country was barren and desolate. Out of necessity the men spent much of their time hunting to obtain meat for food. They took wagons and teams and went up into Whitmore canyon for their deer. They would stay until



Mr. and Mrs. W. J. Hill, early pioneers of Wellington, came in 1882.

they loaded their wagons. At one time they brought home one hundred and twenty deer, which they hung in the granary of Jefferson Tidwell. When anyone in the community needed meat, he could go and help himself.

All their flour had to be brought from Sanpete Valley. They lived on potatoes, milk, and rabbits, because of the difficulty in getting supplies over the mountain.

The railroad was commenced in 1881, and a number of men secured employment with their teams. Another dam was built in June, 1882, but this went out on July 5 and the crops failed again. A third dam, which proved more durable, was built in 1883, and by irrigation the first crops were matured.

Due to a flood a great deal of the grading and track of the railroad was washed away, and more construction was necessary before the trains were rolling. The railroad was completed and the first train went through the valley on May 16, 1883.

This year more settlers arrived to make homes.

In the latter part of the year 1884 Jefferson Tidwell was appointed to act as the Presiding Elder on the north side of the river under the direction of the Bishopric of the Price Ward. W. James Hill was to preside on the south side of the river.

Sunday school was held in 1883 without any organization. It was first organized in 1884 with William J. Hill as superintendent and with Thomas Zundle and Richard Lorenzo Smith as assistants. Mrs. Lucy Ann Hill was secretary.

The first school was held in what they called the "Old Stockade" in the month of January, 1885. After a meeting in which it was decided to build something to be used as a school building, men with teams went along the Price River and cut down cottonwood trees and hauled them to a spot located on the land now belonging to Martin Allred just south of the river. The cottonwood logs were placed in an upright position to form the walls. There was a dirt roof and no floor. They hung canvas and blankets in the door and window openings. In the north end was a fireplace to furnish heat. Rough benches were made for seats. The pupils wrote on slates. Some of Wellington's early teachers were Walter Barney, William J. Tidwell, Mrs. Susan Roper Case, and Newton Hill. When Newton Hill taught the school, it was held in the home of W. J. Hill due to the fact that the stockade had accidentally burned. Other homes in which school was held were those of Alvin Thayn and Robert Snyder.

A school board was elected which some say consisted of Jefferson Tidwell, Ike Roberts or Robert Snyder, W. J. Hill, and Fred Hansen. These men brought about the building of a small school house which stood where the post office now stands. Lumber was hauled from Huntington for the construction of this building.

In the year 1886 more settlers came—among them John J. Thayne and T. A. Jones. Mr. Thayne's wife, Sidney Boyer Thayne was a midwife nurse and a carder and spinner of wool, which she dyed with materials growing near such as rabbit brush, blossoms, and buds. She saved garden seeds from her own garden and was always giving friends tomato seeds. She read many books and always carried Dr. Gun's *Doctor Book* with her when nursing.

Thomas Jones and his wife, Pauline, together with their family, were active in L. D. S. Church and other community activities. The boys did much to help out with the music for entertainments and dances. Thomas Jones was a very good stone mason, having worked twenty years on the Salt Lake Temple before coming to Wellington. He did much to help with the early building of this community. Among his work are stone houses, also tombstones and monuments. Some of his work still stands.

The Y.M.M.I.A. was organized with John Ellis as President.

John and Catherine Blackburn and their family moved to Wellington in April, 1897. Since Catherine was a registered nurse and practiced obstetrics, she was indeed appreciated by all the people of this little town. She went at all times, both day and night, to care for the sick, on one occasion going on horseback to nurse a sick woman at Range Creek. The Blackburn family was very active in the L.D.S. Church.

In 1886, the cemetery was surveyed. It was placed on the hill because of the many floods that went through the town.

All of the families living south of the railroad track were bothered by floods. The Severin Grundvig and Frederick Hansen families lost their entire crops several times because of the floods. At one time they had to put their children on the bed while they moved their furniture and belongings into a little shack on the hill. Seventeen people spent the night in this shack.

Also in 1886, a small log meeting house was built on the northeast corner of Section 12. It was in 1888 that sorrow came

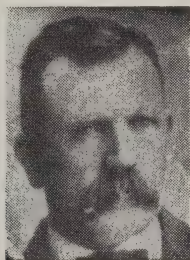
to the settlers for the first burials, the Barney children, were laid in the cemetery.

The first Justice of the Peace, said to be Lehi Jessen, was appointed in 1889. John J. Thayne also served as Justice. Severin Grundvig was the first Constable. John Carmmell Vance was elected a Justice of the Peace for Emery County in August, 1890, and was commissioned to that office by Governor Arthur L. Thomas, governor of the territory.

On may 12, 1890, the ward was organized at a meeting held at Price with President Christian G. Larsen and William Howard of Emery Stake. Apostle Heber J. Grant ordained Albert E. McMullin as Bishop of the new ward.

Tom Gale had filed on 160 acres of land, but, desiring to leave, he sold to Bishop McMullin.

Bishop McMullin with others walked out on a bench and chose the town site. He had it surveyed and laid off into streets and lots. He could be said to be the founder of Wellington. It was surveyed November 24, 25, and 26, 1890 by William J. Tidwell, deputy county surveyor. A committee of three was chosen to appraise the lots according to their location to cover the bare cost of the land and surveying.

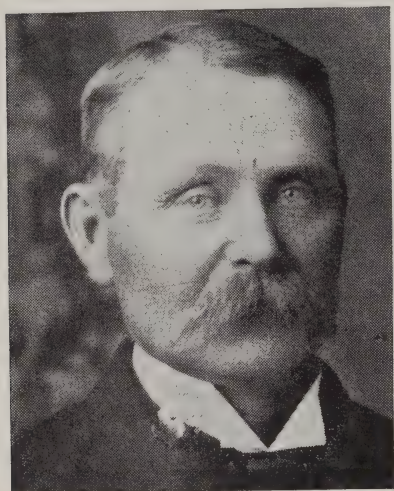


BISHOP ALBERT McMULLEN
First Bishop of Wellington

Bishop McMullin made a choice of two lots for himself, one for a tithing lot, one for the church house and one for a school house. The lots were numbered and the numbers written on small pieces of pasteboard. These were put in a hat from which each man drew a number. If he did not get the lot he wanted, he traded around until he did. A bowery was built on the lot where the church now stands.

Ground was staked off November 27, 1892 for a new meeting house, which was built by donation work as there was very

little money in circulation. Fred Hansen, being one of the very few men who had a job which paid cash, contributed the money to purchase doors and windows. Lehi Jessen was another cash contributor. The first load of rock was hauled by George W. Eldridge. Volun-



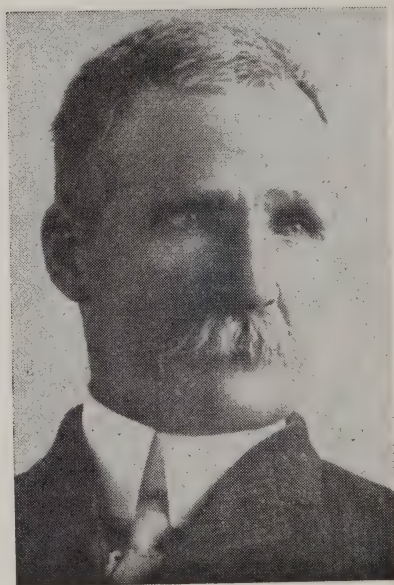
BISHOP E. E. BRANCH, Sr.

Born in Salt Lake City, August 19, 1854. Died October 29, 1906. Appointed bishop of Wellington Ward in 1901.

teers to get lumber from the sawmill with which to build a meetinghouse were Samuel Strong, Hyrum Tidwell, and Bishop A. E. McMullin. Lumber was hauled from the Gordon Creek Seeley Mill. It was so nearly finished that year that a great Christmas social was held in it. J. R. Tidwell was Santa Claus.

At a ward conference held at Wellington November 25, 1890 George W. Eldridge and Robert Snyder were made counselors to Bishop McMullin. Eugene E. Branch, Sr. was appointed Ward Clerk on the same occasion.

About the year 1892 a cooperative store was organized which was in the home of E. E. Branch who served as manager and clerk. The store also acted as a distribution point for mail.



ROBERT A. SNYDER

Counselor of Bishop McMullin. Came to Wellington in 1877.

About the year 1899 this co-operative dissolved and became privately owned by E. E. Branch. He then became Postmaster, and the mail which had formerly been addressed to Price, was thrown off the train at Wellington. A mail carrier was hired to meet the train and carry the mail to the Post Office each day.

Ray Branch was the first boy born in the Wellington Town-site in June, 1891.

The Joe Montus family, an Indian family, was one of the first in Wellington. Finding it necessary to move to the Indian Reservation to secure government help, they left Wellington. Rose Montus, the mother, did not want to go. She told Aunt Josephine Zundle that if she did go, she would die as she was expecting a new baby. Rose said, "What will happen to little Ben if I should die?" He was a delicate child. Aunt Josephine said that if Rose should die, she would come after Ben and rear him. When the Montus baby was born, the mother died and Aunt Josephine made the trip to the Reservation and brought the little boy back with her. She was a mother to him. Ben was reared to manhood, married a white girl, and became the father of two children. One fatal day he and two friends went for posts. Ben was thrown from his wagon and killed instantly.

Zundle's home was always open to their friends and neighbors and also transient cowboys and others who needed food and bed. Aunt Josephine and Uncle Tom were well-loved in the community.

The Relief Society had been organized August 31, 1890 with the following officers:

President	Sarah L. Snyder
1st Counselor	Fanny E. Vance
2nd Counselor	Henrietta Hill
Secretary	Sarah Tidwell
Treasurer	Josephine Zundle

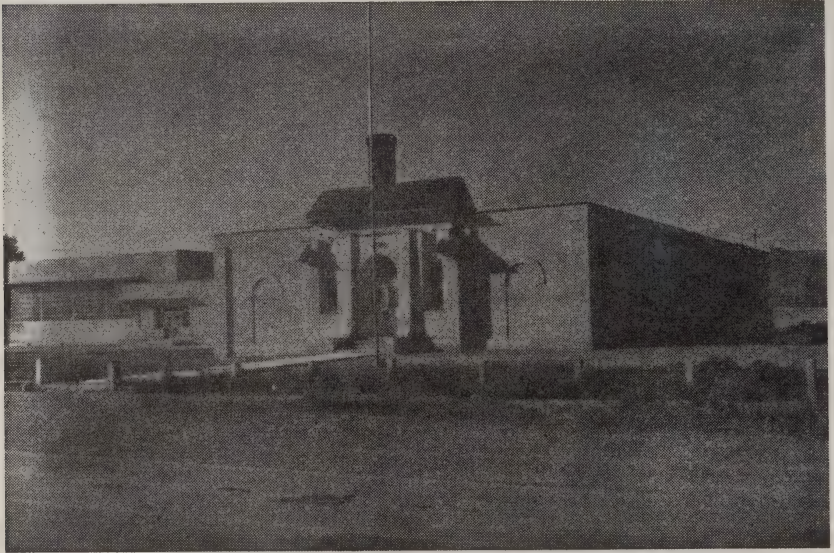
Severin Grundvig was appointed 1st Chorister. Singing had previously been led by Sister Sophronia Ann Ellis or by Fanny Vance. Fanny Vance sang alto in the Church choir. She took part in a play entitled "Past Redemption" in which Hyrum Southworth, a pioneer school teacher, was the villian. Proceeds from this play helped build the first church in Wellington.

Railroad officials met with Jefferson Tidwell and asked him if they could name the town Jefferson. He refused, and the name *Wellington*, suggested by Robert A. Snyder, was selected.

This name was in honor of J. Wellington Seely, a brother of Jefferson Tidwell's wife. He was a member of the county court. The naming was done at the time a precinct organization was applied for.

The first logs for a temporary schoolhouse were hauled on the ground November 24, 1890, and the house was built and finished so that it could be used before Christmas of that year.

Bishop McMullin moved his family onto the townsite in the early part of December, 1890. Eugene E. Branch, Sr. moved onto the townsite December 19, 1890. These two men moved their houses with them from their respective farms where they had originally built them. A few other families located on the townsite that same winter.



Grade School, Wellington. Photo by Gene Parmley.

The Primary Organization was effected that same year with officers as follows:

President	Emma Milner
1st Counselor	A. Jane Eldredge
2nd Counselor	Emma Hill
Secretary	Mary McMullin
Assistant Secretary	Jane Branch
Treasurer	Mary Hansen

According to Bishop McMullin, the next year a small extension was built to the Allred Canal enlarging it sufficiently to carry the water needed for the townsite and the farms. In the spring of 1893 a new water ditch known as the Wellington Canal was made, bringing water onto the new townsite. This canal taps the Price River immediately below the town of Price or about four miles above Wellington. Water was first turned into the Canal May 20, 1893.



Group of Wellington School Children. Taken in 1901.

Irrigation water was obtained from Price River on both sides. About two miles above the townsite a flume was built to carry the water across to the north side of the river.

A triple wedding took place in the Church December 25, 1893. The ceremonies were performed by George W. Eldridge. The following couples were united:

Estella McMullin and Ernest Ekins

William Gardner Eldridge and Esther Hill

John H. Higginson and Alice Dimick

Social affairs were very simple but included all members of the community. Some of the recreation included brother Hardy's singing school, trips to Farnham for watermelons, coast-

ing down the schoolhouse hill, track walking Sunday afternoon, swimming in the river, Fourth of July in Zundle's grove, and skating on the river.



Group of Wellington School Children. Taken in 1901.

Remember?

When the James Hill family was returning from a party at Reed's and the horse went through the ice!

The birthday parties for Bishop McMullin and W. J. Hill which were held in the meeting house with everyone present. Everyone brought his own refreshments.

Before the flood wash was made east of town, and floods swept through town filling cellars and houses—but they went to dances anyway, sometimes having to ride horseback over the flood, the rider returning for someone else.

When the river water had to be hauled in barrels for culinary purposes and was so thick with mud it had to be settled and boiled before it could be used. The taste was bad, so the settlers made Brigham tea to drink.

WELLINGTON'S EARLY SETTLERS

Jefferson Tidwell's wife and sons, August 9, 1882; Robert Snyder and family, May 6, 1882; Thomas Zundle and wife, May 6, 1882; W. J. Hill and families, 1882; Joe Montus and family, 1883; Ephraim Green family, 1883; Bob Watson family; Frank Ellem family; Dick Thompson family, 1883; Hyrum Strong, 1883; William Reed family, 1883; Walter Barney family, 1883; Arthur Barney family and father, 1883; Joseph Gale, 1883; Henry Gale family, 1883; Thomas Gale, 1883; Newton Hill family, 1887; John Vance family, 1886; J. J. Thayne, 1886; E. A. Jones family, 1886; David Ellis family and father, John Ellis, 1888; Severin H. Grundvig family, 1888; Ben Roberts and sons, Issac, Joe and John; the Palmer family; E. E. Branch, Sr. family; F. Matthew Simmons family; Joe Darling family; Ben Smith family; Hyrum Chittenden family; Peter Liddell family; Abraham Liddell family; George A. Wilson Sr.; George A. Wilson, Jr. family; Taylor Wilson family; John Wilson family; Bruce Bassett and Guy; Romjue family; Mr. and Mrs. Fausett; George Young family; William Bishop family; Lehi Jessen family, 1889; A. E. McMullin family; George Yaeger family; John Blackburn family, 1897; William H. Tidwell family.



Group of Early Pioneers at Wellington

EARLY DAY PROFFESIONS

Alvin Thayne, Surveyor.

George B. Milner, Sr., Blacksmith.

W. J. Tidwell, School Teacher and Surveyor.

Hyrum Southworth, School Teacher and Stage Manager

J. J. Thayne, Manager of Sawmill.

Severin Grundvig, Farmer and Musician.

Sarah Tidwell, Nurse and Doctor.

Frederick Hansen, Section Foreman.

Newton Hill, Track Walker, Prospector, and School Teacher.

Mrs. Christophersen, Burial Clothes.

The town was incorporated with S. J. Golding, Peter Liddell, A. Z. Marshall, W. A. Thayne, and H. Fred Hansen as the first town board.

Following is a list of early day school teachers:

Walter Barney

Mrs. Sunsn Roper Case

J. W. Tidwell

Mr. Eva Tidwell

Hyrum Southworth

J. W. Ross.

At the time C. P. Olsen was principal, the first eighth grade was graduated, consisting of five boys as follows: Herbert Birch, Bliss Roberts, Royal Snyder, Ernest Branch, and Moroni Hansen.

At the time the schoolhouse was built upon the hill, the following men were trustees: Peter Liddell, William Norton, and Zim Marshall.

Bishops of Wellington are as follows: A. E. McMullin, Eugene E. Branch, Sr., J. W. Hill, Edgar Thayne, Eugene E. Branch, Jr., Asa L. Draper, Grant Gerber.

(Wellington history was gathered and compiled by Mr. and Mrs. Albert Barnes, Mrs. Hulda Norton, Mrs. J. W. Pierce, Mr. J. R. Tidwell, Mrs. Austin Larsen, Mrs. Catherine Liddell, Mrs. Elsie Mortensen, Mr. George N. Hill, Mr. E. H. Thayne, and many others.)

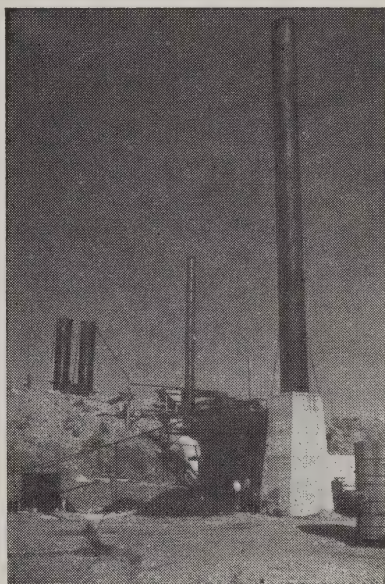
COAL PROCESSING PLANT

From files of the SUN ADVOCATE

Carbon County's newest industry is known as the RECORDS COAL PROCESSING PLANT. This plant is located at Wellington and has been under construction for the past year. Under the process bituminous coal from the near-by coal mines is broken down into various component parts. The following article appeared in the Sun Advocate of August 14, 1947. This article will explain briefly the various fuels, chemicals, etc. which are to be extracted from the coal.

This coal processing plant using the products of the county's oldest industry, coal mining, is now nearing its final construction stages in preparation for a demonstration which has been set for August 20 at Wellington, four miles east of Price, at the site of Records Coal Processing Corporation's nearly completed plant.

For the purposes of demonstration on August 20, only two of the retorts will be completed after which they will be closed down and further work will proceed on the installation of the six additional retorts which will make in all, eight retorts to be used in the plant until such time as additional equipment is available.



Coal Processing Plant,
Wellington.

Photo by Gene Parmley.

This new Carbon county industry will be the first in the history of the county to use the Records process exclusively, a process developed by Elmer H. Records, research chemist of Tacoma, Washington. Mr. Records has processed Carbon county coal in his Tacoma laboratories but excessive freight rates have prohibited the development of a coal processing plant in

the Pacific northwest. His process was first introduced to this section of the country about a year ago, at which time several interested citizens arranged with Mr. Records to use his process in the center of Utah's coal mining fields on a royalty basis. Following this agreement a corporation was formed and stock sold to local residents for \$100 per share. Capitalization of the corporation is \$100,000. Upon the successful operation of this plant can well depend future establishment of other plants in this area and a new market opened up for Carbon county coal.

Briefly, the Records process will result in 1400 pounds of char from a ton of Carbon county coal. Char, one of the principal products of the Wellington plant, will be marketed as a smokeless fuel for domestic heating. From the same amount of coal will be derived, in addition, 45 gallons of coal tar which will be distributed to refineries for further processing into creosote, benzol, high and middle oils and resins.

The same ton of coal will provide 5000 cubic feet of dry gas that can be distributed via pipeline or container for domestic heating purposes. Ammoniacal liquor, a necessary ingredient in insecticides, explosives and commercial fertilizers, is another by-product of the process and 75 gallons can be obtained from the same ton of coal giving off the other products which can be recovered with further processing if the demand warrants.

Coal processing is the one answer in this country's search for materials to run its machines and more directly to those deriving a livelihood from the coal fields, it opens up a new area for the industry which has suffered many set-backs and dwindling markets in recent years.

KIZ

*From History compiled by IRENE O'DRISCOLL
for the Sally Ann Olsen Camp*

Clark's Valley, Kiz being the only post office designated in the area, is a broad fertile valley extending from Sunnyside on the east to the borders of Soldier Canyon on the west. This is one of the largest level tracts of land in the country.

No one seems to know who the first settlers were, but it appears that a man named Clark owned a ranch here—a ranch well stocked with horses and cattle. He had houses, stables, granaries, and a blacksmith shop on the place. Rumor has it that the Clark place was sold for \$75,000. The Clark ownership antedated 1898. In that year a man named Fausett owned the ranch and stocked it with a large band of horses. Then a drouth came, water was scarce and the ranch was abandoned. The houses and buildings fell into decay and the fields were again covered with brush.

In June, 1906, Orson Dimick and John Higginson settled on the abandoned ranch. Nephi Perkins, Ephraim Dimick, Orson's father, and his wife, Kiziah, and others joined Dimick and Higginson. They took possession of the land under "squatter's rights." Sheepmen began to come into the valley to find grazing lands for their flocks. Gratien Etcheborne was the first of record to arrive. He came in 1910 and filed the first claim on the land in 1916. He was very enthusiastic about the future of Clarke's Valley and spent much to improve his claim. Here, as elsewhere in our account, we have drawn extensively upon the material in "A Brief History of Carbon County", previously mentioned in several places. Because of the human interest displayed in this account, we quote again.

"A little work was done on the present reservoir in 1910, but did not begin in earnest until George Mead came in July, 1914. In 1916, Francis Dimick came to the valley to homestead, and several years later other families came.

Through the efforts of Mr. Norton and Mr. Etcheborne, school was established in the fall of 1924. The first school house was an old log granary with a dirt roof and the owner was Mr.

Etcheborne. Mrs. Mary Tidwell of Wellington, was employed as the teacher at a salary of \$40 per month in cash and board and room for her husband. The school district paid \$25 of this salary, and the remainder was paid by Mr. Norton and Mr. Etcheborne. As the roof of the granary leaked, the school was moved to Mr. Dimick's granary. When the teacher became discouraged and resigned, Vivian Norton (an eighth grade student) was permitted to finish teaching for the school term. School was next held in a log house owned by Lew Workman. By spring there were 17 children enrolled. The teacher was paid by the transportation allowance for each child.

"By the time school started again, Mr. Etcheborne had completed the building where school was for a long time held and an experienced teacher, Mrs. Elsie Huntsman, was employed. A short time later, Mrs. Huntsman met a tragic death by drowning when the car in which she was riding enroute to Price, overturned in the bottom of the wash.

"The people had many thrilling experiences during these times. Once a drunken Mexican held the whole Norton family prisoners at the point of a gun for several hours until Mrs. Norton persuaded him to go home for supper. When he left they sent for help. Jake and Lew Workman came to relieve Mr. Norton in the watch for the Mexican. While Mr. Norton warmed himself in the house, Jake sighted the Mexican creeping stealthily upon the tent from behind, with a loaded revolver in his hand. He fired and shattered the Mexican's arm, the bullet penetrating his side. He was taken to Price for treatment and later ordered out of the country by the sheriff.

"Until 1926, the people had to go to Price or Wellington for their mail. At this time there were quite a number of people residing in Kiz and they were granted a request for a post office. In selecting a suitable name Mr. Mead proposed the name of Kiz, in honor of Kiziah "Aunt Kiz." The name was submitted and accepted. The first mail left the Kiz post office November 2, with George Mead as postmaster. And thus the community of Kiz came into being."

HELPER

From History compiled by C. H. MADSEN

Helper, the "Hub of Carbon County" is the railroad center and trading point for many mines lying within a radius of forty miles. The city is located about seven miles northwest of Price on the main line of the Denver and Rio Grande Railway. It was so named because at this point a *helper* engine was always added to the trains being pulled up the heavy grade to Soldier Summit. A settlement in the vicinity of Helper but located



The Terminal at Helper. Photo by Gene Parmley.

slightly to the southeast was called Ewell. With the growth of the railroad, as has already been stated, and the building of additional railroad facilities, it was seen that this city would occupy an important place in the industrial life of this section. Many favored naming the town Welby, in honor of the Superintendent of the Denver and Rio Grande, but Mr. Welby favored *Helper* for the reason stated in the foregoing—and had his way. In 1892, the town of Helper was created out of the northern part

of the Ewell precinct and the Helper School District and the Helper Road District were established by order of the Carbon County commissioners.

This locality was well known in the early days to prospectors, traders and travelers. In 1880, one Teancum Pratt came with his wives, Sarah and Annie, to prospect in the coal veins of Spring Canyon, where Mr. Pratt's father-in-law, Tom Rhodes of Salem, owned property. Teancum Pratt lived for many years in the immediate vicinity of Helper. He eventually owned most of the district now covered by Helper and made the first survey of the town. Titles to Helper townsite property generally end in Pratt's survey. Mr. Pratt sold a right of way to the Denver and Rio Grande Railway in 1883, for the establishment of railroad facilities in this area.

Before the building of the station, a spur was built from the main line, which was "narrow gauge." A box car at first designated "Pratt's Siding," but in 1890 the road became standard gauge and soon other improvements were made. May we call attention again to the fact that a new depot, a hotel for trainmen, a coal chute, a roundhouse and an oil house were constructed in 1892? The top floor of the depot was used for a library and a billiard hall. These recreational facilities were used until 1906 when the railroad Y.M.C.A. was built. Here quarters for the division officers of the railroad were maintained, for more than twenty years, Julius Sheppard served as secretary of the "Y" and became known and loved by everyone in the system.

Let us go back to beginnings in the establishment of homes in Helper. A family, headed by Taylor Wilson, is reputed to have erected the first residence house in the city. Teancum Pratt never built a house but resided in a dugout for many years. Other houses were soon built and the building of a school house was planned.

The first school house, used for six months in 1891, stood until recently near the Helper Central School. The Helper Central School, a commodious brick structure, was built in 1909. This building housed the eight grades of the elementary school until 1936, when the junior high was built on the upper townsite. More educational facilities are being considered at the present time. (April, 1947)

Let us pause for a moment to consider the early personalities who helped to build Helper. One of the most interesting

characters of early Helper history was Tom, the Chinaman. Tradition about town pictures this Oriental as a hero; he is reputed to have saved the town from a dire plot, the nature of which has been lost in the hazy past. Old timers aver that Tom was at one time mayor of Hongkong, where he received great honors and to which place he ultimately returned (about 1918). Other individuals left their impression on Helper in varying ways. We cannot give the contributions nor even list all of these characters. The following names were given the writer by two prominent citizens of Helper. J. Tom Fitch was a permanent fixture at Helper for many years. He came in 1890 as an engineer on the "narrow gauge" and established his home on the lower Helper townsite. He erected, in 1891, the first two-story house. A portion of this building stood until recently. For a long time Mr. Fitch took an active part in community problems and served the city in various ways.

Other interesting characters, who stayed to help establish Helper, include James McCoombs and "Grandma" McCoombs, Joe Simone, Charles Carrera, Ercola Lange, Jim Martell, E. J. Borkenhagen, Sam Lowenstein, Batiste Flaim, Tony Labori, Pete Basone, Ed Jones, J. Henry Van Natta, George Ladd, Pete Smith, Jim Rooney, Cad Thomas, Joe Hogh, Jim McCune, Charley Johnson, John Good, and others.

The writer was informed by a reliable source that the first commercial building was the "Broken Dollar" store. This must have been somewhat of a forerunner of the "five and dime" variety of the present time. It was the first place that customers could spend anything less than a dollar. The "Double Rock" and "Try Me" saloons were former landmarks and the "Zanzibar" made E. T. Borkenhagen "famous."

We have already called attention to the building of the railroad chapel by the Denver and Rio Grande. This was used as an all-purpose community house for many years. Some religious groups used the school buildings for religious worship for a long period. Helper now points with pride to its beautiful chapels. The Catholic Church edifice stands near the main highway, north of the Helper Civic Auditorium, and adds much to the beauty of that section of the city. The Latter-day Saint Church is in the northeast section and is also a "thing of beauty." Father Francis R. Lamothe is the present head of the Catholic Church and Bishop Lynn Broadbent directs the L.D.S. Church activities

in Helper. Byron Carter was for many years bishop of the "Mormon" Church in Helper and President Cecil Broadbent, of the North Carbon Latter-day Saint Stake, served as bishop prior to his brother Lynn Broadbent.

Before the construction of the present Catholic Church, Father Alfred F. Giovanni, in 1913, headed the Catholics at Helper, in fact he directed the work of that ministry at Helper before coming to Price. At that time, headquarters for the Catholic Church congregations of Carbon County were at Helper.

The history of Helper's town government extends over forty years. During October, 1907, Helper Townsite was regularly organized and incorporated. The first officers were J. Tom Fitch, president of the Town Board, with W. C. Broker, J. H. Harrison, Steve Gianotti, and Louis Lowenstein as members of the board. Helper townspeople date the civic awakening of their community to the organization of a town government. At that time main street was widened, telephone poles were moved back off the street and people took greater pride in their residential property. Enthusiasm also arose for a new school—three rooms or departments had been held for some time in the basement of the railroad chapel.

As had been stated in the foregoing, early education was carried on in a log school house at first and later in an adobe building, where heat was supplied by fireplace and stove, and crude benches were used as seats. Here at subsequent intervals, Miss Parrott, Miss Webb, and Miss Corey had guided the educational destiny of the children of the community. In 1909 the Helper Central School had been built but the growing population caused school authorities to establish the Helper Junior High School in 1936. Many people from this community see a need for greater school facilities and are urging that they be established at Helper.

Helper has been guided by two town presidents and several mayors. W. T. Hamilton followed J. Tom Fitch as town president. The first mayor was Joseph Barboglio, followed by Ben Moss, F. R. Slopansky, E. T. Borkenhagen, Al Evans, Charley Bertolino, Glen Ballinger, Frank R. Porter, Barney Hyde, D. K. Downey and Frank Mullins.

In 1919, Helper was changed from a town to a third class city. The city has evidenced a phenomenal growth, due largely

to the moving of the railroad terminal from Soldier Summit to Helper, and to other growth-producing factors. In 1930, the old roundhouse was abandoned and a modern engine terminal was established in the lower end of Helper. Machine shops were erected, railroad trackage was built and accommodations provided for the handling of through traffic. During the war, Helper was one of the busiest railroad centers of its size in the country; thousands of railroad cars cleared this division point daily.

Social life in the community centers in the Civic Auditorium, where fraternal, social, civic clubs, and other organizations assemble. This imposing structure was sponsored by the city officials as a project during the latter part of the nineteen thirties. This city has no chamber of commerce but the Helper Kiwanis is that in everything but name, as well as being one of the outstanding Kiwanis organizations in the International Organization. Most of the business interests of the city are affiliated with the Carbon County Associated Industries, however, which organization is interested in chamber of commerce functions. This group alternates its meetings between Price and Helper. No more civic-minded people live anywhere than those who claim this growing, industrial-transportation center as their home.

Twenty-six nationalities contribute to the cosmopolitan aspect of Helper's varied population—a population that might be considered "foreign" by some but which has shown its ability to adapt itself to the American ideals of the war and the post-war periods. American, Scotch, Irish, English, Swedish, Danish, Norwegian, German, Austrian, French, Italian, Spanish, Assyrian, Greek, Slovakian, Chinese, Japanese, Mexican, Dutch, Ethiopian, form the major part of the population of this progressive little city. Helper occupies a prominent place in the varied life of our county. No accurate figures are available regarding the present population of Helper—no census having been taken for six years.

SPRING GLEN

*From History compiled by IRENE O'DRISCOLL
for the Sally Ann Olsen Camp*

Spring Glen, located along the fertile Price River Valley, two miles south of Helper, is known as the "Garden Spot of Carbon County." Its proximity to many of the coal mines enables numbers of its citizens to own their homes and garden plots and to drive to and from their work either at the near-by mines or the railroad shops at Helper.

The first settler of Spring Glen was J. G. Gay, a bachelor who came from Spanish Fork during the winter of 1879. He was attracted by the fertility of the land adjacent to the Price River and located on the west side of the stream, opposite the present town of Spring Glen. Two bachelors, who followed and settled as near neighbors, were Omer Brimhall and Andrew Simmons. The family of Teancum Pratt came later. Mr. Brimhall sold his claim to F. M. Ewell in 1882.

As other settlers came, many with growing families, the necessity of building a school and a public meeting place came to the fore. The first school was taught by Mrs. Sarah Ewell in 1883. Religious classes were held the same year.

There were enough settlers by 1886 to consider seriously the building of a town and taking up bench lands, an enterprise which would require the making of an expensive canal. In December, 1886, a group of public spirited citizens, including among others, F. M. Ewell, T. Pratt, H. J. Stowell, Andrew J. Simmons, H. Southworth, Jans Hansen, and W. H. Babcock met and organized a canal company under Utah Territorial Statutes. The actual organization was not effected until January 22, 1887, but work was begun at once on the construction of the canal. This irrigation project continues to serve the community and the lands adjacent to Spring Glen at the present time. The Spring Glen canal was supervised by the Church leaders; in fact, much of the community work was done under the direction of ecclesiastical organizations. The canal was finished and water carried to the land in April, 1893.

Far-seeing leaders now realized that additional public buildings would be needed. The school had grown to such pro-

portions that the rooms in Ewell's Hall could no longer accommodate the children. The L.D.S. congregation needed a meeting place. A small chapel was completed in 1888. It was used for many years as an all-purpose hall.

T. Pratt and John Biglow took the lead in laying out the Spring Glen townsite. At the first town organization meeting H. J. Stowell presided and Mr. Pratt was elected secretary. The group decided to lay out the town four blocks north and south and three east and west. Edward Davis assisted Mr. Pratt and Mr. Stowell in surveying the townsite. Land was priced at ten dollars per lot, which included the streets.

An attempt was now made to have a post office established. The request was presented on February 20, 1880, but no action was taken because the railroad company objected to stopping trains at this point. John Biglow was chosen as the first postmaster and regular mail service has been maintained most of the time since. The present mail service is a rural free delivery, operating out of Helper.

The Spring Glen Ward was organized on November 24, 1889 with Heber J. Stowell as bishop. The counselors were Edwin Fuller and A. J. Simmons and T. Pratt was ward clerk. Edwin D. Fuller was made bishop of the Spring Glen Ward in 1893. It was under his supervision that the public square was fenced and planted in trees. Subsequently, Thomas Rhodes, J. N. Miller, John T. Rowley, Silas Rowley and Stanley Judd have acted as bishops, the latter holding the position at present.

In 1889, John T. Rowley, an expert charcoal burner in the employ of the S. S. Jones Company of Spanish Fork Canyon, came to Spring Glen to investigate the possibilities of establishing a charcoal business here. Finding the conditions favorable, he built a set of charcoal kilns near the Blue Cut. At that time the narrow gauge railway which ran through the Blue Cut had been changed to a standard gauge line, but it was equipped with a third rail so that narrow gauge cars could still be used when desired. The charcoal business proved profitable and many men were given employment, cutting and hauling wood and tending the kilns. The next year, another set of six kilns was built on the Andrew Simmons' homestead within the Spring Glen precinct. The mercantile business established was called the Blue Cut Charcoal Company, in connection with the charcoal business. The manufacture of charcoal continued for about

fifteen years and proved to be of much benefit to the community financially.

A new school building was erected in 1904. It consisted of a two-room building constructed of brick made locally, arranged in such a manner that the partition could be moved and the building used for school and community purposes. When this building became inadequate in 1912, another two-room building and auditorium was added. In 1927 the older of the two buildings was removed to make place for an extensive new addition, which serves as grade and junior high school for Spring Glen and Kenilworth.

The population of Spring Glen has shown a steady growth and at the present time approximately 800 people have their homes there.

CASTLE GATE

From History compiled by C. H. MADSEN

The person who has charge of compiling the historical contributions which compose this history has no thought of starting with the most important coal camp of our county. Rather since all the camps occupy their own niche in this vast Carbon field, may we not speak of them in the order of their alphabetical names?

The town of Castle Gate is located on the Price River, well up on the eastern slope of the Wasatch Range. It is a mile below that famed wonder of natural sculpture, the "Castle Rock" from which the town takes its name; and is almost at the western end of a series of towering sandstone crags carved in fantastic images and known as the Book Cliffs. At an elevation of 6,120 feet, but protected by steep slopes on either side, both summers and winters are comparatively mild and equable.

The location of Castle Gate is in line with the coal outcrops, which occur at a convenient height to be screened and loaded into railroad cars. The establishment of Castle Gate dates back to the completion of the D. and R. G. W. Railroad in 1883, for Number 1 mine was opened by the Pleasant Valley Coal Company, now the Utah Fuel Company, soon after this and was in practically continuous operation until closed a few years ago because of a persistent mine fire.

The source material from which much of this record was compiled called attention to the visits of early traders to this area. In the opening statements of this article, we recounted the doubts of many chroniclers that these early furmen had ever set foot on any part of the area, now known as Carbon County. Repeatedly, the source material refers to Jedediah Smith, William Ashley, and Etienne Provost as probably visiting this section. Neihardt in "Splendid Wayfaring" recounts the exploits of these men (Ashley-Henry men) in their traversing this western country. The implication is that they passed through this section.

This region was given its attractive name by sheepherders when they observed the striking similarity of the north entrance

to the gate of a protected castle. They little dreamed of the vast wealth of "stored sunshine" underlying the surface. However, here and there, outcroppings of coal appeared, but none thought of commercializing on this *carbon* until after the railroad showed its faith in this region by building a narrow gauge railroad through the territory.

The Pleasant Valley Coal Company, then operating a mine at Winter Quarters, desired to find a profitable coal bed near the main line of the new route. In 1888, they sent their chief engineer, Robert Forrester, with a party of prospectors, to explore this vicinity. A favorable report from the party caused the opening of Number 1 mine. Men were brought in and shelters had to be found for them. A register of these "old timers" would include the names of Harry World, R. S. Robertson, John Young, Thomas Reese, Charles Checketts, William Jones, John Platt, and others.

If the record of vital statistics had been available, it would have contained the name of Glen D. Reese, date of birth, November 11, 1890. He was the first child born at Castle Gate.

The first school was held in what was known as house number "47." The original teacher was James B. Crandall. Two years later, because of an increased enrollment, school was held in the L.D.S. Church building. A four-room structure which stood on the hillside near the present hotel building, housed the school children for many years until the present school house was erected in 1920.

The first postmaster was Harry Nelson, who was also clerk for the Pleasant Valley Fuel Company. The first store was located immediately to the south of the place where the Wasatch Store building, which contains offices for the company, was built by World and Robertson in 1890. These men built the original Castle Gate tippie, just prior to this time.

The opening of the coal fields attracted eastern capitalists who acquired more coal land and changed the name of the corporation to the Utah Fuel Company. The output of metal ores in Utah created a demand for a high grade of coking coal, therefore in 1889 coke ovens were built in lower Castle Gate.

The increasing demand for high grade stove coal, mined from No. 1 and the knowledge of the large vein adjacent at Kenilworth, caused the Utah Fuel Company to develop another mine in Willow Creek Canyon. They were much disappointed,

however, to discover that the vein was only four feet thick. However, this vein was opened and on the main haulage tunnel two feet of the rock was blasted down to give sufficient height for economical operation of the mine. Later, explorations revealed that just below the four-foot vein, there was a twenty-foot layer of the finest coal in this area. Connections between the two mines were made by driving a pair of rock tunnels. This project opened up one of the richest, greatest deposits of coal in this country.

In 1922, No. 3 Mine was opened. It was located on the main line of the D. and R. G. W. Railroad between Castle Gate and Rolapp (Royal) and was the only shaft mine in the West until the mine at Salina Canyon was opened a few years ago. Castle Gate No. 3 Mine has since been abandoned, and Number 1 has been sealed because of a fire in the coal so the only Castle Gate producer at present is the mine at Willow Creek, or Number 2.

Castle Gate was granted its petition for incorporation as a town, March 4, 1914. The first meeting was held April 1, 1914 with the following officers presiding: President, Robert Williams; trustees, Andrew Young, Edward Edwards, Levi Davis, and William Edmond; clerk, J. C. Snow; treasurer, Alfred Thorpe; marshal, J. F. Cory; quarantine physician, Dr. E. M. Nehr. We cannot list all the officers who have served this community from 1914 until the present time. The officers of the town are (1947) as follows: President, J. M. Webb; trustees, T. R. Jones, J. A. McDonald, C. F. Petersen, Leonard Larsen; clerk, J. A. Gow; treasurer, L. E. Durrant. Those were the officials duly elected at the latest town election. One change will be necessary because of the recent demise of one of the trustees.

Many organizations contribute to the uplift and welfare of the citizens of Castle Gate. We cannot mention all of these in this brief article. However, we must give a few lines to the Welfare Association and other groups. The Castle Gate Welfare Association was founded by the employees of the Utah Fuel Company and is supported by the workers by deductions from their wages. It has the full cooperation of the company. The association concerns itself with providing entertainment, caring for the needy, and other projects for the general welfare of the people.

The history of ecclesiastical activities in this camp is intimately associated with the Latter-day Saint Church. The first

bishop of the Castle Gate Ward was William T. Lamph, who was set apart in 1893. John T. Armodt served from 1899 to 1903. From 1903 until 1911, the work of the L.D.S. Church was administered under the direction of William M. Evans as presiding Elder. During these years it was a branch of the Spring Glen Ward. From 1911 until 1921, Castle Gate was again a "Ward" with Morgan D. Evans as bishop. Benjamin F. Thomas succeeded Bishop Evans and served until the mine explosion of March 8, 1924, when he lost his life with 172 other workers. William B. Stapley was set apart as bishop in December, 1924, and remained in that position until June 29, 1941, when Fay E. Thacker was sustained in the position. He was ordained bishop on October 19, 1941. Late in the administration of Bishop Stapley, a new church building was planned and a site selected on May 14, 1939. Work on the new structure was begun in July, 1939, but the building has not yet been finished. The delay was occasioned by the shortages due to the war.

One of the key men in any coal camp is the superintendent of the mines. On his shoulders rests the ultimate direction of the intricate mechanism of the camp in its several departments. The owners look to the superintendent to produce coal at a profit and to man the mines with a personnel that will insure the smooth operation of the several departments. Castle Gate has been fortunate in having a number of outstanding mining men and engineers to conduct the camp. The roster of superintendents at Castle Gate includes the names of Wm. Forrester, Thomas Bell, Robert Williams, Jr., W. N. Wetzell, R. M. McGraw, William Littlejohn, Wm. J. Bowns, Zeph Thomas, Thomas Stroup, E. E. Jones, Hodge Burrell, H. R. Ellis, William Moorehead and James Thorpe. All of these men are superintendents of recognized ability, who have served or are serving in various mining fields.

Mention was made in the foregoing about the interest of the Company in the welfare of its employees. This interest has been shown in many ways, not the least of which has been the building of a social hall for the entertainment of the miners and their families. While this interest is not peculiar to Castle Gate—all the larger camps enjoy such advantages—yet the Utah Fuel Company was among the first to so favor its employees. The general spirit of the camp shows that the people appreciate the advantages provided for them by their Utah Fuel Company.

EARLY DAY PAYROLL ROBBERY STORY
OF CASTLE GATE GOLD "STICKUP"
REFLECTS ACTIVITIES OF "BUTCH"
CASSIDY GANG

Following is the story of the Castle Gate payroll holdup which was staged allegedly by members of the Robber's Roost gang, the article being taken from the files of the Eastern Utah Advocate, newspaper published in Price at the time.

* * *

EASTERN UTAH ADVOCATE
Price, April 22, 1897

Bold, bad highwaymen, created consternation and excitement Wednesday noon at Castle Gate, by holding up E. L. Carpenter, the Pleasant Valley Coal company's paymaster and making off with \$7000 in gold.

The horse thieves, bandits and murderers infesting what is commonly known as Robber's Roost sixty miles southeast of Price on the San Rafael river in Emery County, have in the past few years committed many an atrocious deed of daring, but none so bold and audacious as this last unprecedented and nervy holdup. This tough clique is rapidly gaining a reputation not to be envied by any except such men as composed the celebrated "James gang" and they are invariably successful in their undertakings and in evading the minions of the law.

This last daring act of theirs is supposed to have been committed by Tom Gissell and "Butch Cassidy," and it is reasonably certain at this writing that the identity of at least Cassidy, who figured about a year ago in the Montpelier, Idaho, bank robbery, can be established.

The particulars of the hold-up, robbery and flight of the desperadoes is as follows: The pay rolls, money and checks for paying the coal diggers and company's employees at Castle Gate, was sent down Wednesday from Salt Lake City on the Rio Grande Western passenger train No. 2, which reaches Castle Gate at about 12 o'clock noon. There were two sacks of silver,

one of \$1000, one of \$860, one sack of gold containing \$7000, and a satchel holding the rolls and checks for another thousand dollars, in all \$9860. These were all transferred to the hands of E. L. Carpenter and a deputy clerk who were at the depot awaiting the arrival.

When No. 2 pulled out for Helper the paymaster and deputy crossed over the tracks to the Wasatch Company's store, a two story rock building about fifty yards distant from the depot, and were just about to carry the treasure up the stairs on the east side of the building, which led up to the P. V. Coal Company's offices, when a rough looking individual, evidently "Butch" Cassidy, stepped in front of Mr. Carpenter and exclaimed "drop them sacks and hold up your hands."

The request was backed up by a six-shooter being pushed into the astonished paymaster's face, and he naturally complied. T. W. Lewis, the clerk, noted the situation at once and made a run into the store with the thousand dollar sack of silver. The bold highwayman then coolly stooped and picking up the other two sacks and satchel handed them to his confederate who was on horse-back near at hand. Cassidy's pal rode swiftly down the road, but the former was out of luck for a few moments as his horse got loose and started away. He, however, ran rapidly and caught the animal a few yards away, instantly mounted and sped after the man ahead.

While Mr. Carpenter was being relieved of the money, the mounted bandit flourished a six-shooter and fired several shots promiscuously, and the only thing done toward preventing their escape until it was too late, was the firing of three shots from the offices of the company as they flew down the road. The robbery was accomplished with so much bravado and daring that the suddenness of the act completely paralyzed the numbers of men who were lounging about near the scene, and there were nearly a hundred of them around and in the store who witnessed the whole affair.

Passing safely through the lower part of town the robbers stopped a short distance north of the half-way house and cut the telegraph wires. They also examined the satchel and finding nothing of use to them in it, left it on the road. The sack containing \$860 in silver had been dropped near the power house in town, no doubt on account of its being too heavy to carry, so their load now consisted only of the \$7000 in gold. Reaching

John U. Bryner's ranch at the mouth of Spring Creek canyon and just north of Helper, they crossed his land and went about two miles up the canyon, where they turned south over the ridge and continued on a trail which makes a perfect circuit of Helper, Spring Glen and Price, and being only distant from them about three miles.

It was 2:30 p.m. when they reached the main traveled Emery county road between Cleveland and Price, and here they cut the telephone wire, but they were too late in doing so, as messages had already gone over the line to Huntington, Castle Dale and Cleveland where posses were being organized to intercept the men.

At 4:00 p.m. the mail carrier met them this side of Cleveland and they were then but four or five miles ahead of Sheriff Donant's posse which left Price at 2:00 p.m. The men were described as being one about 25 years of age and the other as middle age. The younger man wore a black hat, blue coat and goggles, while the man who held Mr. Carpenter up had on a light slouch hat, denim overalls and brown coat. Both men were sun-browned and appeared more like cowboys or common hoboes than desperate highwaymen. One of the men rode a grey horse with only bridle and no saddle and the other was on a bay horse loitering around Caffey's saloon during Tuesday. They had evidently laid their plans well and were there on time to prepare for the capture of the money.

Mr. Carpenter and others followed the highwaymen down the canyon on an engine, but did not see them and came on to Price where the news spread like wild-fire.

OLD FILES REVEAL STORY OF THE KILLING AND CAPTURE OF NOTORIOUS BANDITS BY POSSE FROM HERE IN BOOK CLIFF REGION

(Taken from the files of THE EASTERN ADVOCATE

Thursday, May 19, 1898)

News reached Price late Friday evening of the killing of the notorious outlaws, Butch Cassidy and Joe Walker, and the capture of Leigh and Thompson, members of the Robbers' Roost gang, by Sheriff Allred's posse which left here on Sunday, May 8.

The members of the posse leaving here were Sheriff C. W. Allred, Pete Anderson, J. W. Warf, J. M. Whitmore, George Whitmore, Jack Gentry, Jim Inglefield, Billy McGuire and Jack Watson. When in the vicinity of Lower Crossing, Sheriff Allred sent McGuire and Inglefield to Lower Crossing, with dispatches. Joe Bush of Salt Lake and a rancher named Coleman of Lower Crossing returned to the posse with McGuire and Inglefield. In the box canyon of the Price river below Lower Crossing, the trail of the outlaws was found. Here also was the bunch of Whitmore's cattle which they had stolen and also one of the outlaw's horses.

Sheriff Allred detailed members of the posse to drive the cattle back to the range and to join them in Range valley. With the balance of the posse Sheriff Allred followed the trail north into Range valley, where they were told that Walker and Cassidy had not been seen. Believing that this information was given purposely to mislead, Sheriff Allred pressed the rancher into service as guide, and in short time were on the trail which led down the Range valley and crossed the Green river. After crossing the river the entire posse remained in the canyon until night-fall. Sheriff Allred was pretty well satisfied that they were close to the outlaws and knowing that the latter would have some of their members on the lookout, deemed it wise to continue under cover of darkness. Led by the rancher they continued across the hills until about 15 miles were covered and the vicinity of the rendezvous of the robbers was reached. Here the posse dis-

mounted, and wrapped in their blankets, awaited the approach of dawn. About an hour before daybreak, they remounted and rode within a short distance of the camp, when they again dismounted and proceeded to within 60 yards of the sleeping outlaws. Mr. Allred then called on them to surrender as did also Pete Anderson and J. M. Whitmore, and who told the outlaws that they were surrounded by 100 men. Cassidy and Walker immediately began firing and the other two threw up their hands and begged for mercy. Cassidy and Walker, after emptying their revolvers, started to run. Walker fell about sixty feet from the bed, with a bullet through his head, and another pierced his heart. Cassidy fell shortly after with a bullet through his heart. The battle took place in the Book Cliffs, about 45 miles north of Thompson Springs. With the dead bodies packed on a couple of horses and with the two captured outlaws, the trip to Thompsons began, which point was reached late Friday evening.

Governor Wells was notified by wire of the capture. The party left Thompsons the following morning and reached Price at 7:10 a.m. A big crowd had assembled to view the remains of the outlaws.

At the inquest, a large number of witnesses testified as to the identity of the outlaws, and in accordance with testimony, the jury's decision was that the dead bodies were those of Butch Cassidy and Joe Walker. The bodies were prepared for burial Saturday evening and placed in common wood coffins and on Sunday were buried.

Joe Walker was said to have come from Texas some seven years ago and remained here, doing ranch work and riding the range. Later he went to Huntington, where he was employed at Day Bros.' sawmill. Being a good rider and handy with a gun he was soon again among the cow punchers. During the summer of 1895 his criminal career, so far as Utah is concerned, began. Under the influence of liquor he attempted to hold up Price, and in some way managed to elude the officers. Fearing arrest in case he returned to Price, he joined the cattle rustlers who rendezvoused in the eastern part of Emery county and who have fattened off the cattlemen of eastern Utah. About fifteen months ago an attempt was made by the officials of Carbon and Emery counties to arrest him for horse stealing. In an encounter with Walker and a pal in the San Rafael reefs, Sheriff Tuttle

received a bad gun shot wound in the thigh, supposed to have been done by Walker.

Walker has led gangs in raids after cattle and horses, and was much feared by ranchmen.

As to the identity of Cassidy there is a great divergence of opinion. Sheriffs Allred and Tuttle with several others claim the body to be that of Butch Cassidy beyond a question of doubt. Doc Shores of the RGW and a noted criminal hunter, and others, are equally positive that it is not Cassidy. Time alone will settle the dispute.

The two outlaws who surrendered to the posse claim the names of Thompson and Schultz, and are probably Wyoming cattle rustlers. They were lodged in jail at this place under heavy guard.

Thompson and Schultz claim that the dead man said to be Cassidy was known to them in Wyoming by the name of John Herring.

In the event of Sheriff Allred's posse failing to capture the outlaws, Sheriff Tuttle with a posse from Orangeville was south of the Book Cliffs to intercept them. Sheriff Wilson of Grand was also notified to cut off escape to the southeast, but failed to show up.

The Price boys who were in the posse smiled when Joe Bush got his work in on the Salt Lake reporters. Joe is smooth of tongue and has a supreme amount of unadulterated gall. Sunday's Tribune says: "Bush says the melee was of very short duration. When he dismounted it was just 5 o'clock. The bandits were surrounded, after a walk of 100 yards or more, and the battle fought six minutes later. The two bandits fired eight or ten shots. Some of the posse say the bullets whistled by close to them, but Bush says he wasn't paying any attention to that detail of the performance. He was only looking after his own rifle and the bullets in its chamber. The shooting was all done at a distance of about twenty-five or thirty yards."

Members of the posse say that "Bush, the brave" did not show up until after Walker and Cassidy had been killed. It is very probable Bush was at a very safe distance when, "He was only looking after his own rifle and the bullets in its chamber." It is also very likely that Bush was not as much concerned about the flying bullets as he was to preserve his cowardly hide. The credit for the capture is due solely to the Price boys, every one

of whom were at the front pumping lead into the outlaws. Windy Bush is all right in an interview, and the Salt Lake reporters are soft snaps.

Sheriff Ward of Evanston, Wyoming, reached Price on Sunday night, for the purpose of identifying Cassidy, the latter having served a term in the Wyoming penitentiary, while Mr. Ward was warden. On Monday the body was exhumed and an examination made. When seen by the Advocate reporter, Mr. Ward stated positively that the body was not Butch Cassidy's.

On Tuesday Schultz and Thompson were taken to Castle Dale for a preliminary hearing. They were guarded by a strong posse.

Jack Gentry, Billy McGuire, Peter Anderson and Jim Inglefield reached Price on Monday with the band of horses which were in possession of the outlaws. They reached here with 24 head, four having given out on the trip to Price. The band is above average Utah horses.

KENILWORTH

From History compiled by C. H. MADSEN

Kenilworth residents point with pride to the statement that theirs is "one of the most attractive mining camps in the Carbon County coal fields." The camp is located in the west-central part of the county, near the mountains, and has an elevation of 6,400 feet above sea level. To list the present population would be to hazard a guess, but creditable estimates place the number at "about 700." All the company houses are occupied and many

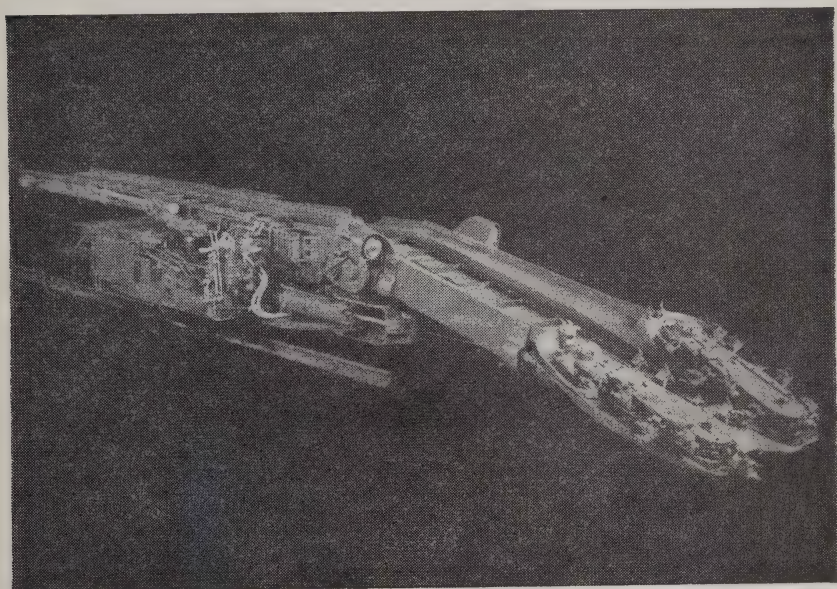


Kenilworth. Tipple and part of Town. Photo by Gene Parmley.

workers commute back and forth to their work at Kenilworth, so that the number who live at the camp is not a true index of the men employed.

The history of this community dates back to 1904. In the early spring of that year, Heber J. Stowell, a resident of Spring Glen, was hunting horses in the mountains northeast of his home, when he ran across veins of outcropping coal. Mr. Stowell showed samples of this coal to W. H. Lawley of Price, who was

favorably impressed, and in 1905 these men began prospecting. Money was scarce and the prospecting difficult. Their financial troubles were relieved when James Wade of Price and Fred Sweet of Salt Lake City became interested and financed the enterprise. Food and supplies for the prospectors were hauled



A Loading Machine at the Independent Coal and Coke Company's Mine at Kenilworth, Utah.

from Price by Mr. Lawley, who stated that while he was prospecting, he lived in a tent which he pitched where the schoolhouse now stands. An amusing experience was recounted by Mr. Lawley, which happened during the winter they spent there. They neglected to brush the snow from the roof of the tent and during the night it fell in upon the occupants.

Many hardships, as well as dangers, were encountered in prospecting. Mr. Lawley said, "I crept on my hands and knees to get at the coal, as the cliffs were straight up and down, above and below. One false move would have meant certain death."

The first development work was done by Mr. Lawley and Mr. Stowell in Bull Hollow, on the northeast side of the mountains. This proved too difficult, so the entry was made on the south side of the mountain, where exposed coal was found on

the surface. The south entrance was about halfway up the mountain side, making a sloping entrance to the outside. This steep tramway was discontinued in favor of the more accessible rock tunnel, which facilitates trackage. Some interesting stories are told about the steepness of the incline. Many of the men would make improvised sleds of their shovels or some boards and slide down the mountain at a flying rate. They would reach the bottom in what some called, "Nothing flat."



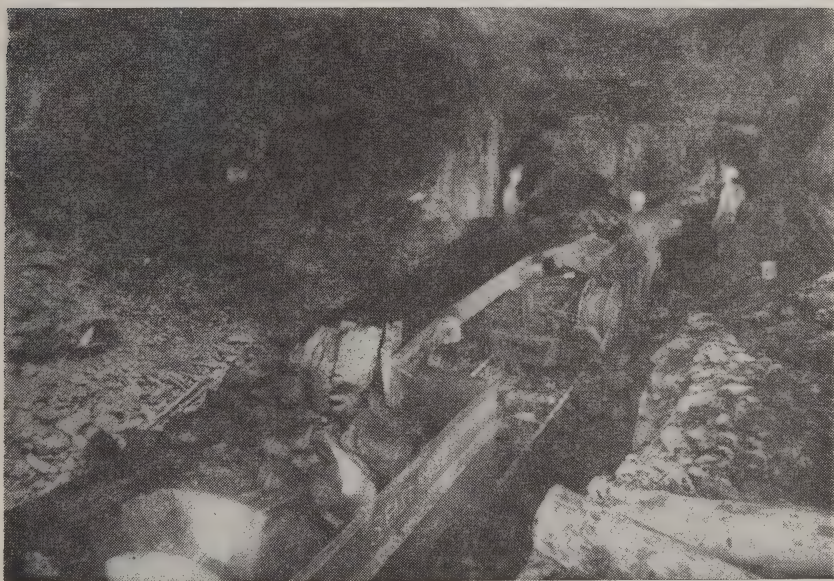
Coal cutting machine at the Independent Coal and Coke Mine at Kenilworth. The operator is "Sumping in" which means making the initial cut at the left hand side of the "room" or working face. After the machine has "Sumped in," the machine cuts across the place by its own power cutting a "Kerf" about 5" high and 9 feet deep under the coal. The room "cuts" are usually 24 feet wide. The "Entries" and "Cross Cuts" are usually 12 feet wide.

As the work progressed, a railroad track was laid between the new mine and the Denver and Rio Grande Western main line near Helper, a distance of three miles. When this line was completed, coal was shipped to markets both in the state and outside of Utah.

The company was soon named the "Independent" because it was the first company operating in the Carbon County coal fields that was not owned and operated by large corporate interests.

An interesting correlation with old-world history gave rise to the name of the community. Three peaks rising above the camp reminded the prospectors of the spires of the Kenilworth Castle in Scotland, so they named the town *Kenilworth*.

Heber J. Stowell engineered and built the first road to the camp. Obtaining water became a major problem. Clarence Stowell, a son of Heber J., first hauled culinary water in barrels, by wagon, from the river. This practice continued until more economical and efficient methods could be used. The Kenilworth water supply comes now from the Price River but in a very different way. Water is diverted from the river into a settling pond and pumped from the "plant," located between Helper and Kenilworth, into two tanks above the camp. This water is chemically treated and is considered a good supply.



A loading machine in operation at the Independent Coal and Coke Company's Mine at Kenilworth. This machine loads the coal onto the mine car after it is shot down.



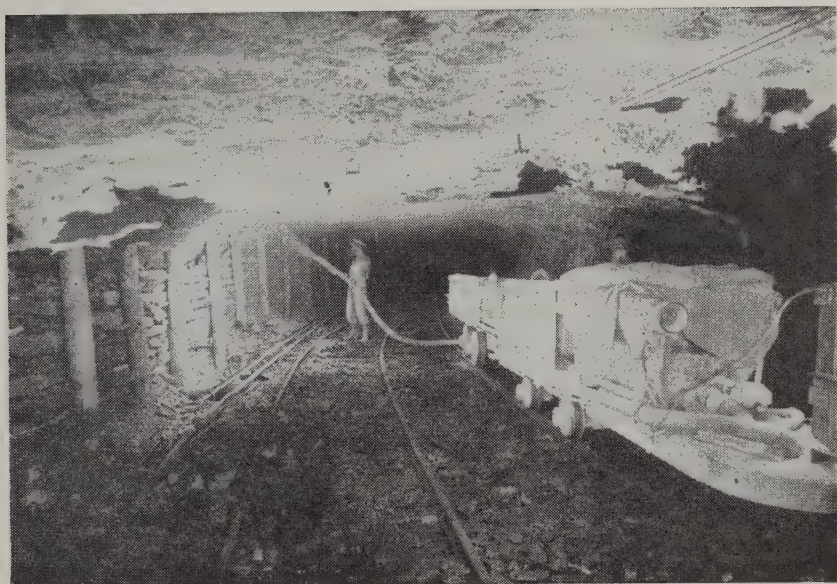
Cutting Machine

The history of the building of shelters at this camp was no different from that of the other mining communities. The first miners lived in tents. Heber J. Stowell was fortunate to be able to construct a "dugout" on the northeast side. The boarding house was considered a "must" by the Company and also by the miners. As soon as possible a large building was erected for this purpose. Three large apartment houses were constructed—one for the colored workmen, one for the Japanese, and one for the other workers. All have now been turned into residences or have been converted for other purposes. Officials had special accommodations at the "Cottage." It still retains that appellation, although it has long since been converted into a dwelling house. Later the hotel was built and soon thereafter, the *annex*. The Kenilworth hotel has a reputation far and wide as a "good place to stay."

Across the street from the present commodious school house, a residence was at first used for educational purposes. In 1928, the crowded conditions compelled the transportation of seventh and eighth grade children to Spring Glen, where a new and modern building had been finished. Mention has previously

been made of this building, under the history of Spring Glen. Our present school building has been made adequate for the elementary grades. The schools here are now a part of the Carbon County Consolidated School District and have so operated since 1916.

The building program of the Company early called for the establishment of a store. This store was managed at first by William H. Brooks. Another store, not owned nor operated by the Independent Coal and Coke Company, was built about one-half mile out of town. The first amusement hall was destroyed by fire, but a new and more modern one took its place soon afterward. The fire was in February, 1926.



Rock Dusting Machine

Mr. Lawley directed the first stage show ever presented in Kenilworth. It was a comedy entitled, "Rube and His Ma." Needless to say that this effort on the part of the townspeople to entertain themselves was well received. In the new amusement hall, space was provided for a confectionery, for pool rooms and a library, and, of course, for the main auditorium and stage. Like most other such places in Carbon County, the seats in the auditorium could be removed for dancing.

Of late years, there has been somewhat of a "slump" in recreational activities in Kenilworth. This may have been due to the War or to a desire on the part of people to "go places" for their amusement. With good hard-surfaced roads, there is a temptation to spend leisure hours in Price or Helper or elsewhere at nearby resorts or even to go across the mountains to Provo or Salt Lake City. The railroad connections are now better from the camp but few people ride the rails for pleasure nowadays, so the railroad does not influence entertainment facilities here.



Room Dusting at the Independent Coal and Coke Company's Mine at Kenilworth. The room dust is a powdered dust. Usually made from lime rock, it is blown onto the working places in the mine by an air compressor mounted on a track. The room dust covers and renders harmless the coal dust which has caused a number of serious explosions in coal mines.

The first road built into Kenilworth from the main line was too steep. A second tippie was also constructed, in 1927. This is regarded as modern in every particular.

As was suggested in the opening paragraph of this history of Kenilworth, the camp is a desirable place in which to live.

Paved sidewalks, trees lining the walks, flowers and shrubs, and other civic improvements help to provide "atmosphere."

A Branch of the Latter-day Saint Church has been operating at Kenilworth for many years. The present Presiding Elder is Evan Smith. Neither this faith nor any other has a church edifice in this community but public buildings are utilized for worship.

A welfare association operates here as in other large mining camps. The local miners' union, the CIO, takes the lead in providing worthwhile activities for the members and their families. All social agencies are working toward the end that community life shall be pleasant and profitable.

Our correspondent said, "We are proud of the many fine citizens who live among us. The attitude of all has improved in the last few years. The record of our young men in World War II pays homage to the patriotism, the American spirit, of all, both native and foreign-born."

A STORY AND PICTURES OF THE FIRST PEOPLE OF SUNNYSIDE COAL CAMP

By THURSEY J. REYNOLDS
For the Sarah Jane Powell Camp

The first settlers in the Whitmore Canyon, later called Sunnyside, were John and Jefferson Tidwell and the latter's sons, Joseph R., Hyrum, Frank, and William J., and their families.

Tents were pitched in the spring of 1897.



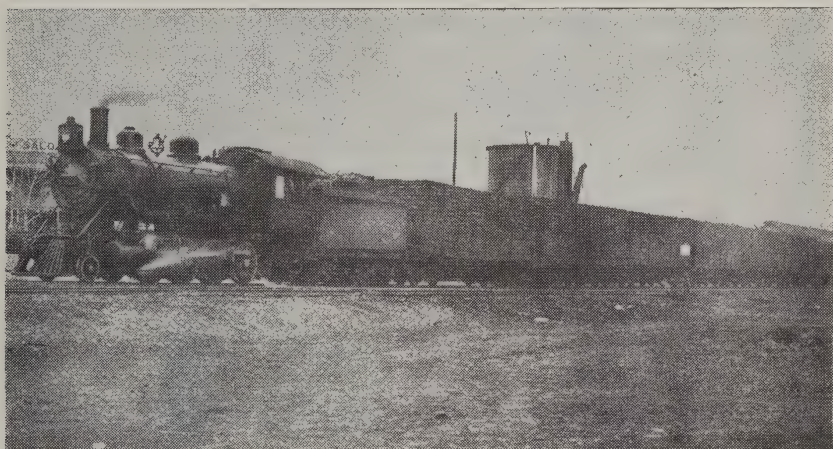
First Cabin in Sunnyside. Known as the Tidwell Cabin.

During this summer Frank and Hyrum Tidwell built a two-room log cabin into which they moved just before Christmas in 1897. Each family took one room of the cabin and spent two years living there. Mrs. Frank Tidwell's son, Delbert, was born there August 8, 1898; and Mrs. Hyrum Tidwell's boy, Clarence, was born October 8, 1898, also in the cabin. Grandma Sarah Tidwell acted as the midwife at the birth of these children, who were the first to be born in what was later named Sunnyside.

Elden Van Wagoner was the first child born in the town after it was named Sunnyside. W. J. Tidwell's son, Leroy, was baptized in the creek there.

In the spring of 1899 the coal company built twenty houses. Up until this time about fifty tents were pitched where the hospital now stands. Mr. and Mrs. Peter Anderson were among those abiding in those tents. Mrs. Anderson was carried from her sick bed into one of the new houses.

The railroad was completed in 1899.



Coke Train from Sunnyside

The Leonard orchestra—the first in this region (1903-1904) consisted of Leo Leonard at the violin, Charley Leonard at the trumpet, and Miss Workman, a music teacher, at the piano.

Some of the members of the first ball team were Ray Cowley, Tommy Davis, Efe Davis, Mark Carnie, and Leo Leonard, who was the pitcher.

In the year of 1900, W. H. Tidwell moved into the camp. on one of his trips between Sunnyside and Wellington his daughter, Myrtle, rolled off a load of bailed hay and broke her leg. Since it was a compound fracture and they were several miles from help, she came very near losing her life.

In the spring of 1906 the company decided to make more coke ovens. The construction work on these ovens was done by Lee Jessen.

Below town there was one saloon called the White Elephant because it was first operated in a tent. Jack Gentry served as one of the first bartenders. Also below town there were several stores and saloons—among them a store operated by Jack Pesetto for the Glasior Brothers, and a store and saloon operated by Scarpeno and Migliore.

Louis Oliveto took a homestead near Sunnyside and built a three-story rock building, which he later used for a home and store. Delivering merchandise with a horse and wagon for three and one-half years for the Sunnyside Mercantile, he often had to plow through seven feet of snow. He was then transferred to work for the Utah Fuel Company's Number 2 mine when it caught on fire in 1920. Mr. Oliveto waited on tables in the boarding house put up by the company inside the mine to feed the first-aid rescue team attempting to extinguish the fire. From 1921 until 1928 he operated his own general merchandise store under the firm name of Sunnyside Trading. In 1935 Mr. Oliveto moved to Price from Sunnyside and opened a furniture and hardware store, which he still operates with the help of his children (1947).

A great number of farmers peddled their produce into Sunnyside. Vegetables, butter, chickens, etc., were hauled with team and wagon from the surrounding farming towns such as Woodside, Wellington, Cleveland, Huntington, and Castle Dale. Some of these peddlers were Harvey Pinegar, John Turner, and John Ruggeri.

Following are names of people who have lived in Sunnyside: Joe and Jim Marshall; Nels Johnson; Bert McMullin; Dell VanWagoner; Joe Migliore; Jack Brace; Tom Dilly; Dr. Andrew Dowd; Mr. Hadley; George Hill; Nels Nelson; the Dimick Brothers; Higbees; Albert Barnes; the Davis family; Sam Dugmore; Sam and Joe Naylor family; Claud, Sam, Ray, and Andrew Bird Cowley; A. Livingston; Mr. Matson; the Alger family; Annie Travers; Woodheads; Leamasters; Hutchinsons; Fowlers; Bill, John, and Dave Crawford; Jesse Jessen; Ephraim Bailey; Bishop Hopkinson; Bill Bennett; Leavitts; John Holly; George Richards; Jack Ward; and Lou Asher, and many others.

SUNNYSIDE

By Arthur E. Gibson

The writer went to Sunnyside to work for the Utah Fuel Company on the 19th day of November 1899, which was the day coal shipments started; prior to that date the mine was being developed and the railroad was under construction.

How Sunnyside got its name. There was a station on the main line of the Denver & Rio Grande Western Railroad, 20 miles east of Price by that name and it was thought by the officials of the railroad and the Utah Fuel Company, that this would be an appropriate name for the new coal mine, therefore a change was made, the new mine being called Sunnyside and the former Sunnyside was called Verdi. Verdi is only a side track now, the junction where the Sunnyside branch leaves the main line is called Mounds.

The Sunnyside mines were opened at the mouth of Whitmore Canyon on Grassy Trail Creek, in Township 14S. R. 14E.

Prior to the opening of the mines the one ranch in the region was owned and operated by George C. Whitmore, who had appropriated most of the water of Grassy Trail Creek and was making use of it on his ranch where he raised wheat, oats, alfalfa, hay, and garden produce.

The Whitmores were cattle men and their cattle ranged in Whitmore Canyon and in the Whitmore Park at the head of the canyon during the summer months and on the desert south of the ranch during the winter months.

Seven miles below the Whitmore ranch was the Big Spring ranch, which at that time was owned and operated by L. A. Scott-Elliott, a sheepman.

Elliott had filed on part of the waters of Grassy Trail Creek and all of the surplus water, if any, after Whitmore got his water. There was a lawsuit pending over the division of this water, between Whitmore and Elliott when the coal mines were being opened in 1899, therefore water was a very essential com-

modity and in a way, held the key to the situation. Officials of the coal company made Whitmore a proposition for the ranch and water rights, but it was refused and a counter proposition was made by Whitmore, the price being \$90,000. This the company refused, Whitmore then ran a pipe line from a spring up the canyon, putting most of his water in his pipeline, remarking, "We will choke you to death." For use at the mine a well was dug near the creek bed, to a depth of about 20 feet and 12 feet in diameter; this was rocked up and supplied considerable water, later when the First Left Entries in No. 1 mine passed under the canyon considerable water was developed in these entries and this water together with the water from the well was pumped into a 20,000 gallon tank located on the hill side above the mouth of the mine.

Electric power was produced by the Fuel Company as the Utah Power and Light had not been built into Carbon County and it took considerable water for the boilers, however they managed to get along until about 1906, when a water line was built to Range Creek, a distance of about seven miles and water pumped from there to supply all of the requirements at the mine and camp.

The officials at the new camp of Sunnyside were as follows: Robert Forrester, agent, who would be the same as the general manager; Joseph R. Sharp, superintendent; John Crawford, foreman No. 1 mine; James A. Harrison, foreman No. 2 mine; Amon A. LeRoy, master mechanic; A. E. Gibson, outside foreman; Nils A. Nelson, superintendent of Coke ovens; Emery Roy Gibson (brother of A. E. Gibson) chief clerk.

The company ran a general merchandise store, which was the only store allowed on the company ground; this was known as the Wasatch Store Company and the local manager was John Holly.

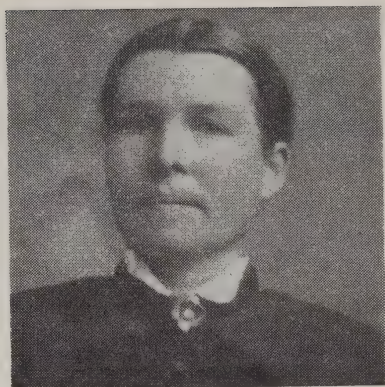
There were two or three stores and saloons off the company lands and below the Whitmore ranch, I think Fred Paternoster was one of these and David Monotti was also one, he is still at the same location, which is now at Dragerton.

The first postmaster at the town of Sunnyside was George H. Richards; the first bishop was John Potter; his counselors were a Mr. Sewell and S. N. Alger. The first school teachers were Joseph R. Dorius, principal, with Miss Elizabeth Anderson and Miss Maggie Reynolds, assistants.

The three School Trustees were James A. Harrison, Joseph R. Dorius and A. E. Gibson. The first doctor was Dr. Andrew W. Dowd.

The first superintendent of Sunday Schools was George H. Richards; one of his counselors was Sam Naylor.

The first president of the Relief Society was Sarah Tidwell; the first counselor was Ruth Liddell and the second counselor was Mrs. Samuel Naylor; the secretary and treasurer was Mrs. Adella Gibson.



MRS. SARAH SEELY TIDWELL

Wife of Jefferson Tidwell. Pioneer of Utah 1847; Pioneer San Bernardino, Calif., 1851; Pioneer Mt. Pleasant, Utah, 1858; Pioneer Wellington, Utah, 1882; Pioneer Sunnyside, Utah, 1898.



ADELLA C. GIBSON
President Mutual Improvement
Association

The president of the Mutual Improvement Association was Mrs. Adella Gibson, the first counselor was Millie Burdick and the second counselor was Julia Alger.

Twenty, two story frame houses were just completed when the writer first went to Sunnyside and we occupied No. 8 of the group. About 400 were built in all.

The writer left Sunnyside in 1905 to go to Sumersset, Colorado as superintendent for the Utah Fuel Company at a new mine to be opened there.

Prior to the enactment of the Mineral Leasing Law of February 25, 1920, coal lands had to be purchased from the government and it was unlawful for an individual or company to purchase more than 160 acres, therefore, in order to acquire title to a sufficient number of acres to justify the expenditure required to develop and operate a large coal mine, construct a railroad to the same and build the houses necessary to house the employees, the custom was to have individuals purchase this land from the government in 160 acre tracts and after it was purchased could be operated by an agent of the lessee.

The coal lands in the region where Sunnyside is now located were priced from fifty to three hundred dollars per acre, therefore, a very large investment was required for the purchase of the land, to say nothing of the money required for the development and equipment of the mine, the construction of the railroad and the necessary houses for the employees. A number of individuals, including several members of the Tidwell family made application to purchase such coal lands as it was required at the time, and after such purchase these lands were leased to Robert Forrester, the agent for the lessee, to develop the property.

Mr. Forrester was the geologist for the Utah Fuel Company and the Denver & Rio Grande Western Railroad at the time.

Prior to the opening of the Sunnyside mines, coke had been made by the Utah Fuel Company at its Castle Gate mine, but this coke was not entirely satisfactory for the work required of it and the company had been doing considerable prospecting throughout the entire region, trying to find a coal which would make a satisfactory coke.

Although all of the coal throughout eastern Utah, western Wyoming, western Colorado and northern New Mexico was formed at the same geological period, it was not formed in the same fresh water lakes or swamps, as the case might be. There are a great many different coal seams or veins as they are now called, but all were formed during the Cretaceous period; each particular vein represents a different fresh water lake or swamp where tropical plant life existed in sufficient quantities to form the coal veins as we now find them.

In the region between Dugout Canyon and Horse Canyon (Sunnyside District) there are two veins which we call the Upper and Lower Sunnyside, both of which have a little more

fixed carbon and a little less volatile than the other veins throughout the region. Also these veins have physical characteristics somewhat different from other veins in the region which cause the coal to cake during the burning process, therefore making a better grade of coke. These characteristics were the prime reason for there being a mine at Sunnyside.

The fact that the coal veins were burned in places had nothing to do with the coking qualities of the coal. In fact, practically every vein in the region has had some burning on the outcrop, due possibly to the coal catching fire from forest fires. These fires could extend underground only as far as the oxygen of the air could penetrate.

There had been 300 beehive coke ovens built at Castle Gate prior to the opening of the Sunnyside mine, therefore the first coal mined and shipped from Sunnyside was coked at Castle Gate. Eventually over 800 beehive ovens were in operation at Sunnyside.

In 1922 the Columbia Steel Company, subsidiary of the U. S. Steel, opened the mine at Columbia, also in the coking area and shipped the coal to Ironton, Utah County to be made into coke in by-product ovens. This coke is used in the making of pig iron and eventually into steel.

In 1943 the same veins were opened at Horse Canyon by the government in order to furnish coke for making steel at the Geneva Steel Plant which is also located in Utah County; the iron ore coming from Iron County, Utah.

After the war, the Horse Canyon mine, together with the Geneva Steel plant, was taken over by the United States Steel Company and will be in continuous operation for the production of steel for industrial purposes throughout the world. In fact, this plant is now producing a million tons of steel pipe to be shipped to Saudi, Arabia for the construction of an oil pipe line. This one operation means the employment of hundreds of men in the production of coal in Carbon County over a period of more than a year.

Prior to 1920 coke was required for smelting the various ores found in the Intermountain region other than iron ore, but since that period, oil and gas have been used and coke is only used in the smelting of the iron ore. Due to the fact that we now have such a plant located at Geneva, there will still be a great demand for coking coal.

Due to the fact that the Utah Fuel Company has no steel operations and all steel producers have coal mines of their own, it makes it hard for the Utah Fuel Company at Sunnyside to keep going as a good coking coal does not make a good domestic coal and therefore the coal produced at No. 1 mine at Sunnyside, operated by the Utah Fuel Company is not in much demand at the present time. It is used by the railroad in their steam locomotives and for other industrial purposes.

During the war, Henry J. Kaiser leased the No. 2 mine at Sunnyside and shipped the coal to his Fontana, California plant and will probably continue to do so as long as his steel plant at Fontana is in operation.

The production of coal throughout the country reflects the general prosperity. When the country is prosperous the coal output is great and when the country is not prosperous the coal output is greatly reduced. This is due to the fact that coal is the greatest producer of power in industry that we have and when industry declines, naturally power requirements decline also.

As to the quantity of coal throughout the region, the writer made a report for the Centennial Committee recently giving a brief description of the quantity of coal in the Eastern Utah District. Therefore, we will just state here that there is an abundance of coal, both of the coking and the non-coking variety, the output depending on the available market.

This area reached its peak of production in 1920. The production for that year being 6,000,000 tons. Due to depressions throughout the country the output declined to as low as 4,000,000 tons annually. However, during the war period, it increased to 5,000,000 tons and is about that at the present time.

The price of coal, as well as the price of wages, has greatly increased since the depression of the thirties and while there has not been as great a production during the last five years, the income from the sale of coal has increased greatly since the high of 1920. With a production of five million tons per year and the price of coal f.o.b., mines around \$2.50 per ton. There would be an annual income of \$12,500,000.00 new wealth produced from Mother Earth, most of which is spent in Carbon County as wages by the coal miners.

CLEAR CREEK

From History compiled by C. H. MADSEN

Clear Creek is located six miles southeast of Scofield in a little valley which is surrounded by mountains on the east, west, and south. In fact, this "depression" from the mountain area surrounding the camp might be more appropriately called an enlargement of the canyon. The town has an altitude of 8,300 feet. The roads leading from the camp follow the natural course of the canyon. The road is passable now for the entire year, but early settlers had difficulty in getting out of the camp in the winter. The improvement in transportation may be due to a moderation of the winters or it may be the result of better care of the roads. The recently established ski course at Clear Creek will necessitate even greater care of the means of ingress and egress, during the winter season.

In the autumn of 1898, C. K. Jensen and Nils Sandburg, both Americans, came to Clear Creek, which was then known as Mud Creek, for the purpose of getting timber for Mr. O. G. Kimball of Scofield, and also for the Pleasant Valley Coal Company which was later known, as has already been observed, as the Utah Fuel Company.

After considerable prospecting in 1899, the Utah Fuel Company opened a mine. Other early settlers were Mr. Hurskinen, John Erkila, of Finnish nationality, who came in 1899; Jimmis Mancuzi, Italian, who came in 1901; and John Cunningham and Charles Sneddon, both Scotch, who came to work immediately after the Winter Quarters mine explosion of May 1, 1900. David Gordon, also of Scotch lineage, left his work at railroading and came to Clear Creek in 1901. These men were engaged in mining and as there were no houses to live in, had to use tents until more substantial shelters could be built.

Because of the high grade of coal which was mined and the convenience of obtaining this coal, Clear Creek grew to be a flourishing camp. Trains made two trips daily, at first, and the people were not much inconvenienced because of the heavy snowfall. Steam power was used to operate the mine until the coming of the Utah Power and Light. The clear water, from

which the camp received its name, was an asset for use in the steam boilers. Timber for mine props was abundant on the mountain side near the camp. One drawback, however, was the water which collected in the mine. This had to be pumped out because it was below creek level.

Clear Creek has seen periods of great production and corresponding slumps. The coal has always been in demand because of its good quality. We were informed that the peak employed personnel reached 450 men in 1908. At that time the railroad was carrying out of this camp about 2,000 tons per day. In December, 1931, due to the inauguration of better facilities, more coal per man employed was produced, but the output was not so great. Oldtimers said that "prosperity had declined." Finally, the long underground haulage slowed production.

From all available records, we have not been able to learn that Clear Creek was ever incorporated as a town. A Mr. Hampton was justice of the peace and Tom Marsh was constable: this seems to have been the extent of their officers.

The social life was made by the community, with the exception of the times that "Uncle" Bert Martin brought his traveling picture show to town. Older residents remember when Walter's Theatrical Troupe made semi-annual visits. Then, again, some of the nationalities represented in the varied population, liked amusements and contributed much to the merriement of the community. The Finns were of this number—they built their own amusement hall and entertained extensively.

Many of the older people of the community have retained their native customs and habits, but the younger generation has, through the influence of the schools, adopted American ways. Many prominent people hereabouts claim Clear Creek as their home.

The Latter-day Saints have been prominent in the church activities of Clear Creek. Bishop McMullen was selected to preside over the first ward after serving for some time as presiding elder. Bishop Larsen followed as the second bishop, after which we were informed that Richard E. Evans, Myron F. Tucker and George H. Shelley served as presiding elders, the latter occupying that position at the present time.

ARRONCO COAL MINE

By ARTHUR E. GIBSON

Following is a brief history of what is now known as the Arronco Coal Mine, which is located in Section 15, Township 13 South, Range 10 East, Cordingly Canyon, Carbon County, Utah.

This was one of the first coal mines opened in the vicinity of Price where coal could be procured for local consumption and hauled by team and wagon. Most of the large mines located on the railroad did not cater to the wagon haul trade, since they were not equipped for loading wagons.

We do not have the exact date of opening, but it was approximately in the year 1890. This mine was owned by John B. Millburn, who ran a saloon in Price and did not operate the mine personally. His brother-in-law, Parley Warren, had charge of it most of the time. The mine was idle, however, for a number of years.

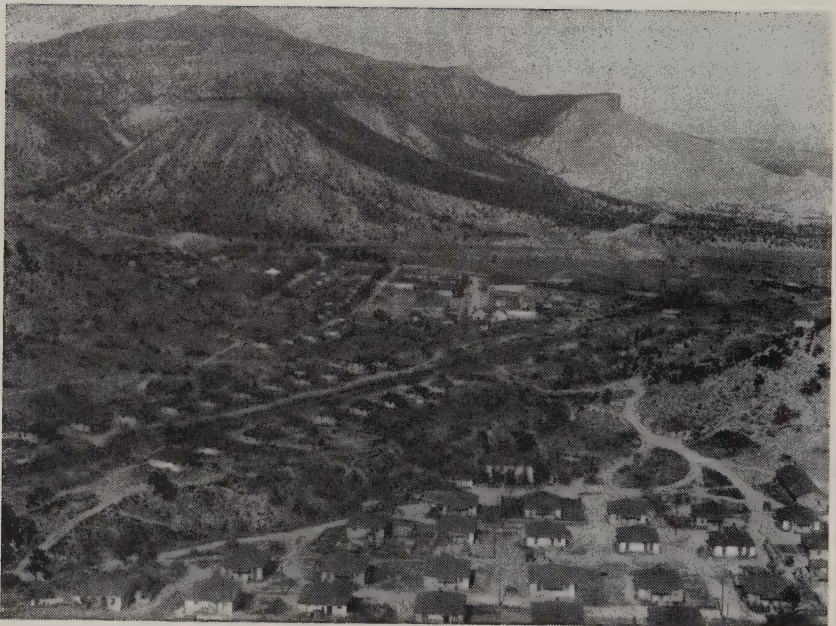
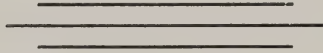
The mine was opened in the bottom of the gulch, and for several years teams would drive into the mine and load their wagons from the working face. In order to get into the mine, it was necessary to drive up the bottom of the gulch at which point there was a depression which was always full of water. Therefore, it was necessary for the driver of the wagon to get down on the doubletrees, hold his head on a level with the horse's back, and enter. After getting inside, there was plenty of room as the vein was about eleven feet thick.

A considerable amount of coal was extracted under these conditions, but in a few years the coal on the upper side of the mine was entirely extracted. Thus the upper side caved in and the water ran in on the lower side filling the mine with mud and water from the gulch. It was therefore necessary to make a new opening on the vein. This was done by going a short distance up the canyon and driving a rock tunnel through the roof of the vein to intersect the coal on its dip.

The mine had been idle for several years before John Arronco took it over. Just how long this was, the writer does not

know, but a guess would be that the Arronco's took it over about 1939 or 1940.

John Arronco died within a year or so after taking over the mine, but it has been operated intermittantly ever since by his family. The coal is a first class domestic coal and very accessible to Price, Helper and Wellington. It usually finds a ready market.



Hiawatha Town. Photo by Gene Parmley.

HIAWATHA

From History compiled by C. H. MADSEN

Hiawatha nestles at the foot of the Gentry Mountain, two arms of which seem to reach out and almost encircle the town. Its location is eighteen miles southwest of Price by the highway, but it would not be that distance if we could go across country. The elevation is 7,180 feet.

According to available records and tradition, the first settler in Hiawatha was an Austrian by the name of Smith. He located a ranch on the present site of Hiawatha. Traces of his dugouts may still be seen in the wash a few hundred feet from the building that was formerly used as a teachers' dormitory. All other early buildings have long since been torn down and forgotten.

The development of the coal mining industry in the adjoining mountains was the reason for the founding of Hiawatha as a community. In 1908, F. A. Sweet, then owner of the Standardville property, opened a mine on the middle fork of the Miller Creek. He called this camp Hiawatha. Later, two other mining men, Browning and Eccles by name, opened a mine in what is now Hiawatha proper and called the camp *Black Hawk*.

The first houses in the community were erected in what is now known as Greek Town. In 1911, sixteen houses were built east of the railroad tracks. The houses along the tramway were built in 1912 and 1913. A year later, houses west of the present school building were erected. During World War II, apartments were built east of the tracks as an emergency housing measure and thus the town has grown.

The citizens of the Hiawatha circulated a petition in 1911, asking that the town be incorporated. This petition was granted by the County Commissioners and on September 26, the city government was established. Henry E. Lewis was the first president of the town board and George E. Haymond, Dr. J. E. Dowd, Dr. J. R. Fleming, and D. Johnson were the members of the board. At that time there were fewer than five hundred people in Hiawatha.

The United States Fuel Company purchased and consolidated the two mines in 1912. At this time the headquarters of the company were established in Black Hawk. Both towns, Hiawatha and Black Hawk, had post offices. In 1915, the post office

at Hiawatha was closed and the town government was moved to Black Hawk, following the consolidation. The name of the entire community was changed to Hiawatha.

In 1908, when the mine was opened on Miller Creek, Reuben G. Miller owned all the water rights. It was necessary for the Fuel Company to purchase Miller's rights, and the ranch owned by him, in order to get water for the camp. The Smith ranch was purchased as a townsite for Black Hawk.

When the mines were first opened, good judgment was used in laying out and developing the property. The "room and pillar" method was used. The existing conditions necessitated this—it was possibly the best method under the circumstances. When the mines were first opened, all the operations of getting the coal loose and loading it on the mine cars were done by hand. Undercutting machines were later purchased. (For further information we refer you to the Watt's Report.)

The first railroad to Hiawatha was built by the Consolidated Fuel Company in 1909. While this road was in operation, the railroad headquarters and shops were located in East Hiawatha. Due to the heavy grades and the impossibility of hauling large trains, a new road was built by the Fuel Company in 1914. This road extended from Castle Gate, a distance of 23 miles. The road to Price was abandoned and the steel torn up in 1917.

The visitors' first impression of Hiawatha is that they have come to a community of contented property owners. The houses in the camp are kept in a very fine condition and the surroundings are indicative of a splendid interest on the part of the occupants. A profusion of trees, lawns, flowers, and gardens emphasize the pride the miners have in their community. The company has encouraged this attitude through the years by giving special inducements to promote it. The pretentious school building, the church spires, the recreation hall, the hotel and store buildings are other evidences of community interest. The Fuel Company built the churches and gave their use to the people to encourage worship in the church of the people's choice. One of these was converted during World War II into a housing unit but the Latter-day Saints, who formerly worshipped in this building, have hopes of obtaining its use again. They meet now in the school building. Carlos Larsen is the present bishop of the Latter-day Saint Ward. One other bishop and four presiding elders have led the Hiawatha L.D.S. group since 1920. Sey-

mour Oliphant served from June 20, 1920 until 1927, Stanley Edwards from 1927 until 1931, Clifford Albrechtsen from 1932 until 1939, LeRoy Meecham from 1939 until 1943, and Claude Erickson from 1943 to 1945.

A modern health and sewage disposal system operates under the direction of the company. However, not all the houses are modern. Pure spring water is supplied to the homes and milk is made available from a dairy, the Millerton, owned and operated by the company. No effort is spared to promote health and safety from every angle. The town officials are in accord with the measures promoted by their employers for the good of the community. The incumbent town officials, L. F. Crogan, president; B. E. Christensen, Dan Garber, T. C. Johnson, and LeRoy Davis, members of the Board of Trustees; with S. H. Sherman, clerk; J. G. Reese, Jr., treasurer and James Catterall, justice of the peace, are doing everything in their power to promote the interests of the community.

Until 1920, when the present school building was erected, considerable difficulty was experienced in housing the pupils. During one school year schools were held in five different buildings in the town and the teachers could not find places to live or board. The commodious teachers' dormitory solved this problem for the time being but there has been a tendency for many of the more recent teachers to live elsewhere while teaching here or to be recruited during the teacher shortage from local people whose homes are already in Hiawatha.

Information was not available regarding all the names of the school principals, who have directed the local schools. H. A. Dahlsrud was principal for many years but resigned at the close of the year 1945-1946. He was succeeded by R. S. Williams, who is the present principal. Hiawatha has always taken pride in the quality of its schools and community interest and support has been given the Board of Education and its employees.

Possibly one of the greatest needs of a community like Hiawatha is adequate entertainment for its people. The company, realizing this, built the amusement hall in 1917 and turned it over to the Y.M.C.A. to operate. This organization had charge of the hall until 1924, when the Hiawatha Welfare Association was organized and given charge of its management. The policy has always been to use this building for the civic im-

provement and entertainment of the people of the town. Picture shows are operated, dances conducted, road shows encouraged to "make" Hiawatha, and all other types of wholesome entertainment are encouraged. At various times during the history of the community, the town has supported baseball and other clubs to occupy the leisure time of its people. Hiawatha has a fine Scout organization and enthusiastic leaders who sponsor it.

Reliable data was not submitted regarding the personnel of the mining superintendents who have served Hiawatha since the establishment of the camp. James McKim is the present head of the United States Fuel Company properties at Hiawatha.

This history was written by Joe D. Hansen for the Sego Lily Camp. Their president is Elizabeth Frandsen.

Hiawatha, pleasantly situated where Miller Creek enters the valley, is the operating headquarters of the United States Fuel Company.

Of the early history of this locality very little can be recorded since its values were reflected in the limited stands of Douglass Fir and aspen. It was, however, a very good summer grazing area for cattle and horses, and later, sheep, whose owners repeated what took place in Utah generally, overgrazed mountainsides until erosion all but destroyed the vegetation causing destructive "flash floods," which in the fifty years have caused very extensive and costly damage to many localities in Utah and surrounding states.

It is quite probable that Miller Creek may have been visited by some of the trappers of the Rocky Mountain Fur Company, as it is well known that William Ashley, Henry Jedediah Smith, and others carried on their trapping operations as far south as Salina Canyon, their headquarters for this area being located near Vernal on Ashleys Fork of Green River.

The writer remembers having seen beaver dams in Manti Canyon about the year 1879, and they were also found in nearly all the canyons of the Sanpete and Emery County mountains; the beaver, however, had been entirely exterminated.

In the early 1880's Miller brothers brought a large number of cattle and horses into Castle Valley grazing them on the mountains in the summer and in the valley in the winter, establishing their headquarters where the Millerton Dairy is now located.

Here they built camp houses and corrals and sowed quite a large acreage to alfalfa, utilizing the water flowing down Miller Creek for culinary and irrigation purposes, thereby acquiring title through beneficial use.

The early settlers built sawmills in the forks of the canyon, which gave them much needed lumber for building homes and other necessary buildings.

Coal was discovered about the year 1909 when Mr. Fred Sweet opened Mines No. 1 and No. 2 at West Hiawatha. The coal was brought down the canyon over a gravity tramway a distance of somewhat more than two miles to a wooden constructed tipple where it was prepared for shipment. A railroad was constructed from Price to the tipple which was known as East Hiawatha, a town being built at that place.

Mr. Sweet also developed the Black Hawk Mine, about the year 1912. The coal from this mine was brought down a gravity tramway nearly two miles to a point where the United States project is now located below the present railroad track.

About the year 1914 the United States Fuel Company was organized which company acquired the two Hiawatha mines as well as the Black Hawk mine, also Moreland, and built a modern steel tipple on the site where it is now located. At this time a town was laid out with substantial office rooms, store buildings, material house, and an up to date machine shop. Cottages containing 4, 6, and 8 rooms to the number of 800 were built at Black Hawk and East and West Hiawatha.

One of the first projects to be taken up was the laying out of a water system of sufficient capacity to supply the people with an adequate amount of water, as well as the heating plant and railroad engines; also keeping in mind full fire protection.

The railway system known as the Utah Coal Route was built into the camp about the year 1914, which connected with the main line of the Denver and Rio Grande Western at Martin Junction. This road acquired a joint traffic agreement with D&RGW by laying a double track to Provo, Utah.

About the year 1918 a Sunday School was organized by the Carbon Stake Presidency through the effort of Henry E. Taylor and a small group of L.D.S. members. They carried on for sometime under adverse conditions, as there was no meeting house available.

In 1920 the company built an amusement hall which contained a main hall 80 by 40 feet with a stage and scenery for

theatre and picture show room, a banquet room with fully equipped kitchen, and a large reading room.

A branch of the church was organized with Seymour Oliphant, presiding elder, Calvin Tuft first, and Rupert Lindsey second counselors. Sunday school was organized with Ira Oviatt, superintendent, Henry Taylor first, and James McPhie second assistant superintendent.

Relief Society was organized with sister McPhie as president.

All the organizations held their weekly meetings in the reading room but were not very successful as the pool room and bowling alley in the lower room created so much noise that often the meetings were almost a failure.

In the summer of 1924 through the efforts of Moroni Heiner, vice president and general manager of the U. S. Fuel Company, two chapels were built; one for the Community Churches and one for the Latter-day Saints. By November they were finished and the two church groups purchased enough oak pews to seat both churches. The L.D.S. had three extra rooms for classes.

The church members contributed liberally to furnish suitable lockers, rugs, children's chairs, piano and the necessary books. A choir was organized at this time with an active membership of 30. C. L. Christens was president; Sister Oliphant, secretary and treasurer; Joseph Hanson, director; Nellie Faddis and Ruth Oviatt, organists.

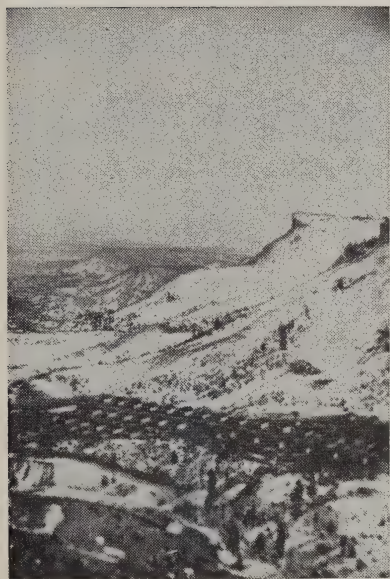
This organization continued its activities until October, 1943, with a membership sufficient to fill appointment as they might arise.

Inasmuch as the women's Relief Society of the Church of Jesus Christ of Latter-day Saints is to some extent associated with the Daughters of the Utah Pioneers, and have held an honorable place in esteem of many of the officials of the United States Fuel Company, we have endeavored to record a list of the presidents of that organization which is as follows, remembering that there may be one or more who may be missing due to the loss of a record book.

The following are the presidents whose names are available: Eva Walker, Josephine McPhie, Lacy Duke, Jeanette Lindsey, Mary Behunin, Christine Christensen, Ruby Peay, Myra L. Hanson, Ora Wild, Gertrude Johnson, Elda Anderson, Violet Cook, Estella Curtis, Lindora Draper, who is now president.

WATTIS

From History compiled by C. H. MADSEN



Wattis, Utah

This camp is located in a cove in the mountains, about twenty miles from Price. An opening toward the east enables one to view the surrounding country. From the mine entrance, on the hillside west of the camp, one can see far stretches of the Castle Valley. The elevation is approximately 7,500 feet.

Mining operations began in 1916, when Wattis Brothers and Mr. Browning bought 160 acres from the United States and took steps to open the property for production. Coal was not shipped until the autumn of 1917, at which time the railroad was completed. The camp was named for W.



Wattis Coal Bed at Mouth of Wattis No. 1 Mine

H. Wattis, who sold the Wattis interests to the Lion Coal Company in 1919.

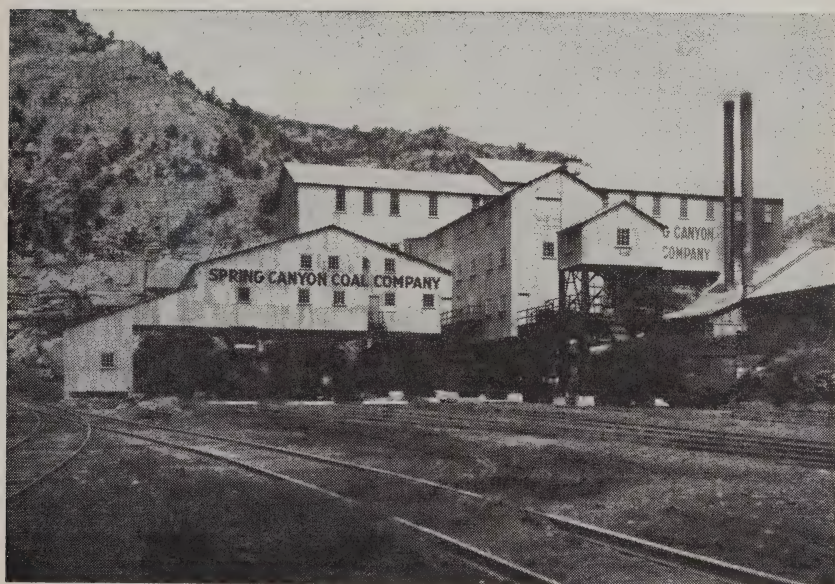
During the time of World War II and immediately thereafter, when the demand for coal was at its peak, the camp increased its output and put many more men to work. Housing accommodations, which had been somewhat inadequate up to this time, were increased by building the "Wattis Villa" apartments to house the miners and their families. The old boarding house, where many of the men stayed in times past has been condemned.

In spite of the heavy grade and the rather long distance to Price, many miners live in the valley and commute to their work, thus increasing the number who work there but not being reflected in the size of the camp. Although Wattis is not considered a large camp, it is a big factor in coal production in the Carbon area.

IN THE COAL FIELDS OF EASTERN UTAH,
CARBON AND EMERY COUNTIES
SPRING CANYON DISTRICT
CARBON COUNTY

By ARTHUR E. GIBSON

The history and economic development of Carbon County is a development of the coal resources; therefore, writing the history of Spring Canyon is rehearsing the story of how and when the coal mines were opened, by whom they were opened, and a general idea of what takes place when our natural re-



Tipple Spring Canyon Coal Company at Spring Canyon

sources are developed, which in turn furnishes employment for our citizens and also furnishes a very necessary commodity for the economy and welfare of our nation.

The Spring Canyon District is only one of six coal producing districts in Carbon and Emery Counties in which coal is

produced in large quantities. The other districts have been assigned to other writers.

Prior to the advent of the railroad in Spring Canyon, the only activities were two wagon mines, where a small amount of coal was produced to supply local consumption at Helper and Price. One of these was operated by George Sawyer and the other by the Shea Brothers.

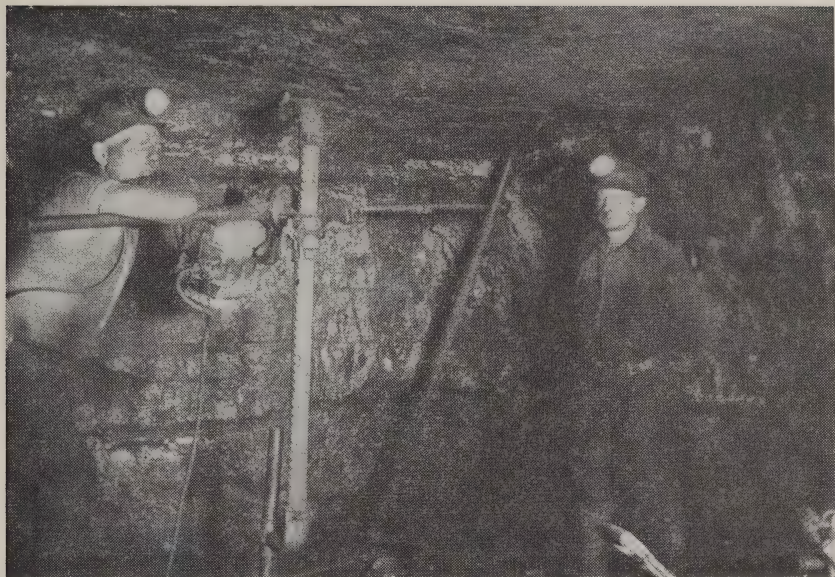
Following is a report by Leonard E. Adams who came to the new camp of Storrs (now known as Spring Canyon) as the manager of the mercantile branch of the coal mining company. Mr. Adams has been connected with the company continuously from its inception to the present time, and there is no one better qualified to make this report than he.

* * *

"The existence of coal in the Spring Canyon District, four miles northwest of Helper, was known to the people of this county many years before the veins were opened for commercial operations.



Rotary Mine Car Dump, showing load receiving end.
Spring Canyon Fuel Company.



Drilling the Coal, Spring Canyon Mine.

"Coal was hauled by wagons and towns from an opening on the side of the mountain opposite the houses in the upper town and from a seam at the head of Sheya's Canyon, now known as Manazine Canyon, but it was not until the summer of 1912 that the property (1600 acres in all including coal land and townsite) was acquired by Uncle Jesse Knight of Provo. George A. Storrs, an associate of Mr. Knight, directed the prospecting in the district where it was known that two workable seams of coal existed. In September, 1912, A. E. Gibson was employed as superintendent, and definite plans were formulated for the laying out of the mine and for the construction of a railroad from Helper. A branch line of the railroad was constructed by the Knight interests.

"Contrary to the usual custom of starting a camp, sixty modern rock houses were constructed for the use of employees, before operation of the mine began. The town was called Storrs, after General Manager George A. Storrs, and went by that name until about 1924, when it was changed to Spring Canyon.

"A double tent was used for school purposes during the first year, with B. H. Stringham the first principal and Valera Fill-

more and Gladys Robinson the first teachers. In 1914 a substantial school building and meeting house were completed and the camp rapidly grew in proportion. As this was the first coal mine opened in the Spring Canyon section, providing the first school and church buildings, people from other new camps came to avail themselves of these privileges until their own camps could provide such accommodations. Among the first families to make their homes in Spring Canyon were the Adams, Bennets, Bradley, the Cowleys, and the Fletchers who came in 1913.

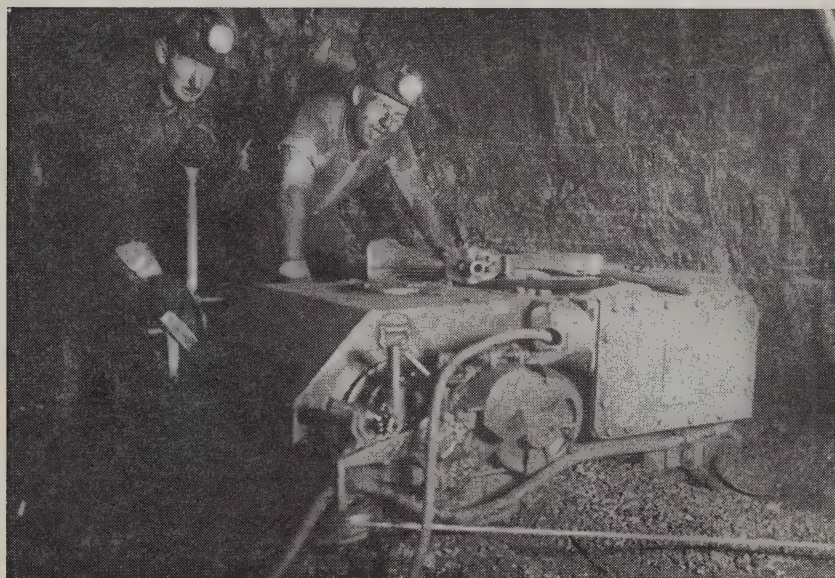


Tipple deck looking toward rotary dump, Spring Canyon Fuel Co.

“Before the tramway was completed, several cars of coal hauled from the mine in wagons were shipped, but it was not until February, 1913, that actual operations began on a large scale. By this time, the main line of the D. & R. G. Railroad was sufficiently completed to handle coal shipments and during the summer of that year development work was pushed so rapidly that the mine was in a position to ship 1000 tons daily by aerial tramway. The volume of coal hauled by this method

was insufficient and in April, 1919, the present surface tramway was completed and put into service. George A. Murphy was installed as superintendent at this time.

"Two mines were opened; the one on the lower vein was called No. 1 and the one on the upper vein was known as No. 3. There was a small vein between these two large veins.



Cutting the Coal, Spring Canyon Mine.

"During the years to and including 1946, approximately eleven million tons of coal were mined by the Spring Canyon Coal Company. The mine has worked a total of 7,159 days and has furnished something over seven million man day's work to its employees.

"Leonard E. Adams was the first bishop of the Storrs Ward. Elder Adams was ordained a High Priest and set apart as bishop of the ward by Joseph F. Smith, May 25, 1913. Elder Frank T. Bennett was set apart as first counselor and Christian Bradley, Jr. as second counselor, and Howard Thompson, ward clerk. There were at the end of the year 1913, forty-eight families in the ward with a ward population of 150.

STANDARDVILLE

"The second mine to be opened in Spring Canyon was Standardville, which adjoins the Spring Canyon Mine on the west and is now operated under the same management. Mr. Leonard E. Adams, being the president and general manager of the Standard, Spring Canyon and Royal Mines.

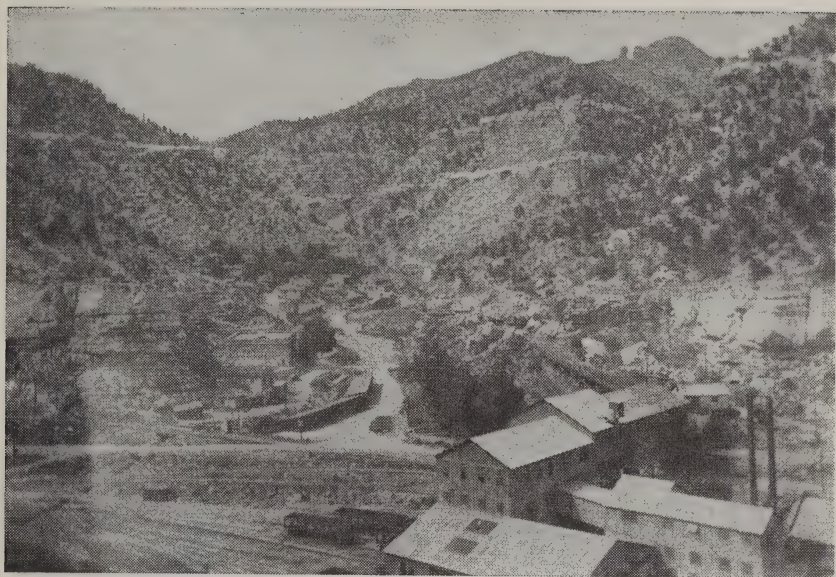
"The Standardville mine was opened by the Standard Coal Company in 1913. This company was organized by F. A. Sweet, who had previously organized and operated the Independent Coal and Coke Company at Kenilworth and the Hiawatha Coal Company at Hiawatha.



Tipple and Yard Tracks. Standard Mine—operated by Spring Canyon Coal Company.

The Denver & Rio Grande Railroad extended the Spring Canyon branch to the various mines in the district as they were ready to start operations, but these various extensions were paid for by the coal companies, out of production.

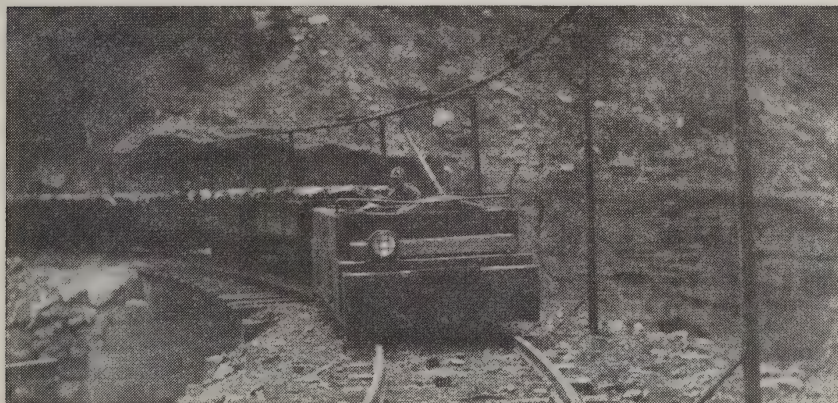
"Coal was produced from two veins at Standardville, a modern tipple was constructed and the mine was ready for



Spring Canyon Town. Showing tippie in foreground. Operated by the Spring Canyon Coal Company.

operations during the fall and winter of 1913 and has been one of the principal producers of the canyon ever since.

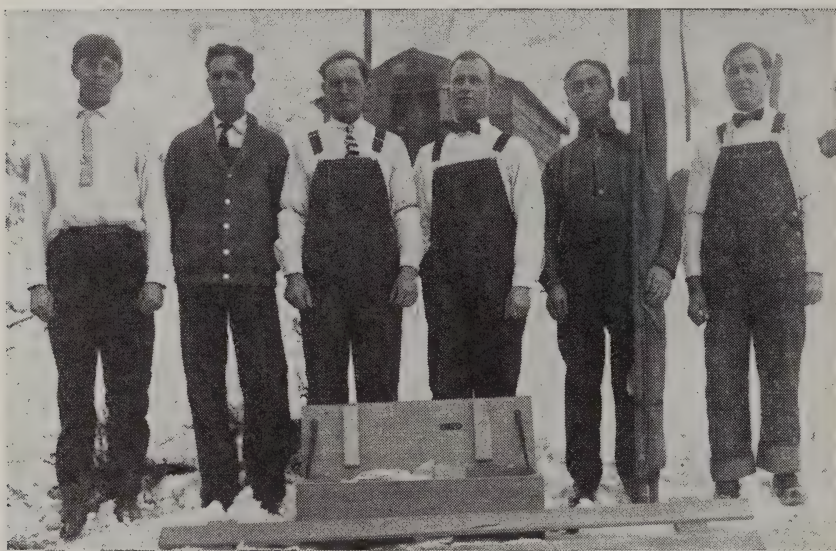
"The camp was well constructed and was kept in good sanitary condition as long as the writer was familiar with the



Trip of Loaded Coal Cars on Way to the Tippie, Spring Canyon Mine.

same, however, it has been a number of years since we have visited the locality.

"At one time Standard mine was capable of producing 2,000 tons of coal a day, but due to long underground haulage, this has probably been reduced somewhat. The two veins worked are over eight feet in thickness and the coal is of the usual good quality produced in the district. At the present time we presume this coal would have to be pulled up a 7% grade, the same as it does at the other places in the district where the main haulage goes to the dip on the vein.



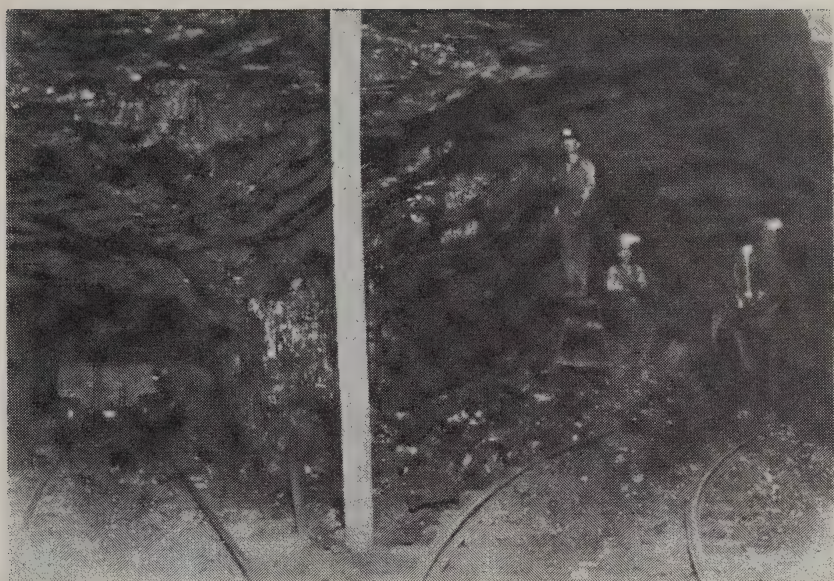
First Aid Workers

MCLEAN MINE (LITTLE STANDARD)

"This mine was opened in 1919 by the Standard Coal Company operated in conjunction with the same. It is about a mile west of the Standard Mine. The output was about 500 tons a day for a number of years."

LATUDA

The following report was written by Mr. George A. Schultz, who was general superintendent for the Liberty Fuel Company at the Latuda mine for the first 25 years of its operation.



Underground workings, Standard Mine, operated by the Spring Canyon Coal Company.

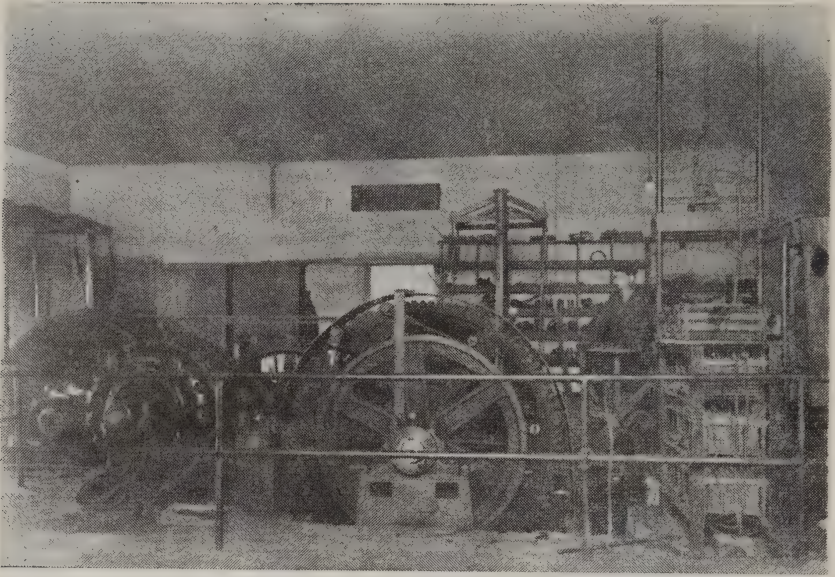
"The mine was opened in 1914 by the Liberty Fuel Company. The prospecting and preliminary work was done that year by Charles Leger, John Forrester and Frank Gentry.

"The mine started with small wooden mine cars and wooden tippie. In 1926 along with Independent Coal & Coke Company the first successful mechanical loading in Utah was introduced. In 1927 a then up-to-date steel tippie was built which has been kept modernized by additions. In 1942 an air sand coal cleaning plant was built, the only one of its kind in the West. The mine produces 1,000 tons per day and has produced over 4,000,000 tons since its start. The coal is all mined and hauled mechanically.

The first teacher was Mrs. Chidester. The first bishop, Lon Tidwell. School was started in a company house in 1918 and in 1923 the Carbon County School District built the school house which is in use today.

"S. N. Marchetti was the owner and manager of the store.

"George A. Schultz was superintendent and engineer for the first twenty-five years. The average number of men employed is 106. Consistency has been the word for this mine.



Hoist or Winding Engine, Standard Mine, operated by the Spring Canyon Coal Company.



Amusement Hall, Standard Mine, operated by the Spring Canyon Coal Company.



Interior of Amusement Hall, Standard Mine, operated by the Spring Canyon Coal Company.

There have been no great ups and downs through the years. The number of men employed and the tonnage mined has been more constant than that of any other mine in Carbon County.

PEERLESS

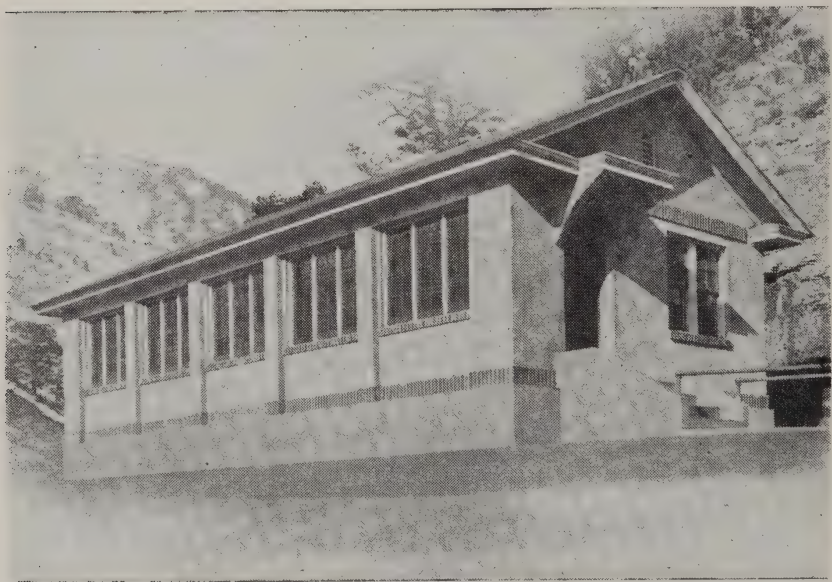
"The Peerless mine adjoins the (Storrs) Spring Canyon mine on the east and was opened in 1916 by the Sweet interests. The veins worked are the same as those in the Spring Canyon mine, but the veins get smaller in going east. They are not over four feet in thickness in any of the workings in the Peerless mine, but the coal is of the usual standard grade and with the use of mechanical conveyors the operation is successful.

MAPLE CREEK MINE

"This mine is located between Standardville and Latuda and as it works the coal on the south side of the canyon, there is a downhill pull for the coal to the tipple which is a help in the cost of production.



Part of Standard town, operated by the Spring Canyon Coal Co.



Check and Lamp House, Standard Mine, operated by the Spring Canyon Coal Company.

RAINS

"The mine at Rains was opened in 1916 by L. F. Rains; the organization being known as the Carbon Fuel Company. This mine is the termination of the railroad, although there are two wagon mines farther up the canyon. The mine at Rains has produced continuously since it started and at one time was capable of producing from 1800 to 2,000 tons per day. The coal is of the usual high grade and the veins at this locality are thicker than at most of the other mines in the district.

"Albert Shaw has been the superintendent at Rains for many years."



Underground workings, Standard Mine, operated by the Spring Canyon Coal Company.

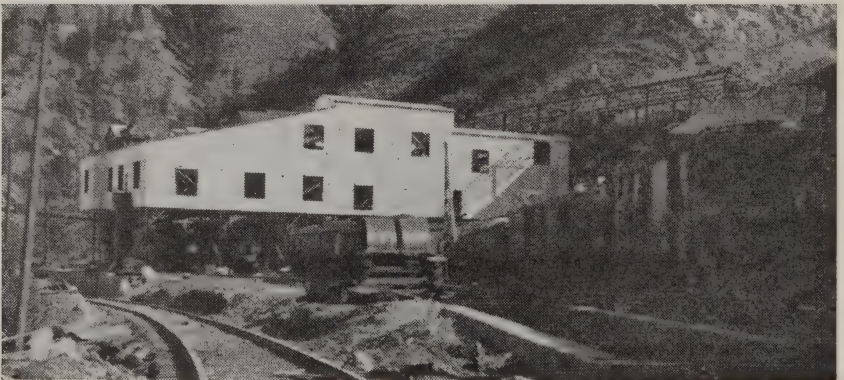
Some 800 men are employed in the Spring Canyon District, most of whom have been there for many years and have reared families, educated their children and are highly respected citizens.

There has been at least 30,000,000 tons of coal shipped from the district since it was first opened and prospects are

good for that much more. As far as the coal is concerned, there is a continuation of the coal veins throughout eastern Utah, including many thousand square miles; the limit to certain mines is an economical condition. Most of the mines through-



Electric Hoist. Used to lower the coal from the mine to the tippie at the Liberty Fuel Company's mine at Latuda.



Tippie, Liberty Fuel Company

out Carbon and Emery Counties are opened where the vein outcrops, in a canyon, or on the escarpment where the coal is exposed to view, the veins dipping into the mountain, usually at anywhere from a four per cent to a sixteen per cent grade. Thus in bringing the coal from the mine to the tipple it becomes necessary to haul the coal up this grade. This, of course, is done with electric hoists, or belt conveyors. It is obvious that when the slope becomes excessively long, the cost is great and eventually becomes uneconomical.

The only method of overcoming this excessive cost at the present time is the conveyor which moves continuously from the bottom of the slope to the mouth of the mine where the coal is dumped onto another conveyor which takes it to the tipple; this operation is in effect at the Horse Canyon mine of the Geneva Steel Company where a daily output of 8,000 tons of coal is planned for and can be produced when market conditions justify.

COLUMBIA

From History compiled by IRENE O'DRISCOLL
For the Sally Ann Olsen Camp

The town of Columbia is located approximately twenty-eight miles east of Price and three miles southeast of Sunnyside. It is a coal mining community and is the property of the Columbia Steel Company which is a subsidiary of the United States Steel Corporation. The mine is operated for the purpose of supplying coking coal to the company's by-product coking plant and blast furnace, located at Ironton, near Provo, Utah.

Construction of the camp was started in 1922. A year later Thomas C. Harvey took charge as superintendent of operations and through his efforts and foresight the mine and community have gradually improved until today it is one of the outstanding communities of the county. The present population approximates 650 people.

The first school at Columbia was held in a large tent with Mrs. Amanda Roberts as instructor. She taught eight grades with a total enrollment of forty-nine pupils. In the year 1925 a modern six-room brick building was erected, giving the town the best of school accommodations.

The latest type of coal mining equipment has been installed in the Columbia mine, making the production of 2,000 tons or more a day possible, depending upon demands. In 1930 the entire property was purchased by the U. S. Steel Corporation.

Columbia townsite consists of dwelling houses, all of modern construction, and in addition there are bunk-houses for the single employees. A store building, boarding house, confectionery, amusement hall and barber shop supply the community needs. All buildings are connected to a complete sewer system.

The community has been greatly improved since construction first started. Today there are many fine lawns, trees, and flowers, a tennis court, and a swimming pool. One of the beauty spots of the camp is the rock garden belonging to Superintendent Harvey. This is built in a picturesque setting on the side of a cliff near his home. At the foot of the garden is a small greenhouse where fine plants are kept during the winter months.

CONSUMERS

From History compiled by IRENE O'DRISCOLL
For the Sally Ann Olsen Camp

Consumers is located on the North Fork of Gordon Creek, eighteen miles northwest of Price. The camp lies at an elevation of 7,600 feet. Years ago, this section of Carbon County was unsettled government property, traversed only by timber and cattlemen who, intent on their own affairs, had little thought of the changes which were to take place in the future, and perhaps no realization of the wealth hidden in the mountains.

In 1920, A. E. Gibson, superintendent of the Spring Canyon Coal Mine, and noted for his excellence in prospecting, saw the possibilities in the Gordon Creek District. He obtained analysis of the coal in the district and found that it contained 49 percent fixed carbon, 44 percent volatile matter, 3 percent ash, 3.5 percent moisture, and .5 percent sulphur. His prospecting had begun during the winter of 1921 when he had suffered many hardships; but even the bitter cold and lack of food, sometimes, failed to daunt his purpose. The following spring he located an eight-foot vein of coal, but had no way of starting developments, because the roads were snow-drifted and impassable. Alone, he continued prospecting until he was certain of the worth of his findings. Later, he hired men to assist him and in spite of crude implements, scant food and shelter, they succeeded in mining 34 carloads of coal, which were hauled in wagons over poor roads to Wild Cat switch, where they were shipped to prospective stockholders.

About this time, Donald E. Jenkins and J. Tracy Wootton of Salt Lake City, became interested, bought stock amounting to \$100,000.00 and organized the Consumers Mutual Coal Company. Mr. Jenkins, the largest stockholder, automatically became the president of the company, and Mr. Gibson was elected vice-president, with Mr. Wootton acting as secretary and treasurer.

During the next few years rapid progress was made. Immediate preparations for the building of the railroad were started and the road was completed in 1925, extending as far as

the fork leading to Sweet's mine. It became necessary to build a bridge across the canyon for the tracks, but funds were lacking and the work was delayed for one year. Work was resumed when Mr. Raddits bought controlling interest in the company. From that time on, work on the railroad progressed rapidly.

Although dwelling places were only tents, the men brought their families and proceeded to make the camp livable. Mrs. Zina Cowley was the first woman to settle in the new town. In a few months there was a thrifty, busy group of miners in the heart of the mountains.

The problem of education arose and in 1924 Miss Mary Mathis and Miss Ione Coates were hired as teachers. There they taught in a tent and in a shack—no examples of modernism—but education went on. Another shack replaced the tent the next year, and, due to increased enrollment, another room was added the next year. These one-room buildings were replaced in the year 1931 by a modern four-room school. This Gordon Creek school still serves a limited school enrollment, from this and other near-by camps.

The spiritual problems of the new camp were promoted by a branch of the L.D.S. Church or one of its auxiliary organizations, the Sunday School.

Activities of this camp have been up and down. The tents were ultimately replaced by substantial houses, the first one was built by Jed Alger and was used for a boarding house for a long time.

The new coal company changed the name of the town from *Gibson* to *Consumers*, and the company was re-named the Blue Blaze Coal Company. The assets of the company were ultimately acquired by Terry McGowan, who has operated the mine for several years, as superintendent before the Blue Blaze was discontinued and as owner of the mine property, later. Other prominent men who were associated with this property were too modest to assert their claims for distinction.

NATIONAL

From History compiled by C. H. MADSEN

National is located in the North Fork of Gordon Creek, eighteen miles from Price and next door "neighbor" to Consumers. Its history dates back to 1908, when an engineer by the name of Williamson purchased some coal lands from the government and began to prospect for a mine location. Mr. Williamson met with very little success and the National Coal Company, under the direction of Fred Sweet, was first to develop the property.

Carl Nyman, a prominent engineer and coal mining enthusiast now operates the mine.

NEW PEERLESS

From History Compiled by C. H. MADSEN

Here is another camp that has gone the way of the "played-out" mine and yet there is reported to be abundant coal still available there. The writer was informed that this mine was abandoned because of the difficulty in clearing the workings of gas. The mine was opened in 1930 by the Thompson brothers, sons of the original owner of the property. The mine was located in Price Canyon about a mile above Royal (Rolapp) and was on a government lease. Robert Howard was the first superintendent.

Two large veins of good grade domestic coal were available as revealed by a diamond drill bored through the coal measures. The mine had to be opened on an incline driven through the rock. This incline was at a thirty degree pitch and encountered the upper vein of coal at 1900 feet and the lower vein at 2300 feet. Some have expressed the opinion that the nature and position of the mine might account for the reported difficulty in getting rid of the gas, but this, they say, was not the main reason for abandoning the project. They affirm that the financial depression then prevalent in the country was responsible for the shutting down of operations at New Peerless. The modern tippie, which the writer has been told cost in the neighborhood of one-half million dollars, stood intact for several years but has been removed. Mining operations were closed at the camp in 1931. At the present writing (April, 1947) little evidence is to be seen that a valuable coal mine was once in operation here.

A BRIEF HISTORY OF THE DEVELOPMENT OF THE GORDON CREEK COAL DISTRICT

By ARTHUR E. GIBSON

Prior to the enactment of the Mineral Leasing Law in 1920, most of the coal lands in the district had, at various times, been purchased, or application to purchase had been made by various parties and a little prospecting had been done.

A Government Bulletin containing maps of the field had been published, so it was well known just which land contained coal and which land did not. There was no guess work about it. However this district was about nine miles from the Utah Railway which runs from Utah Junction, (just above Helper) to Hiawatha.

The coal business had been very good during the World War No. 1 and in 1920 the Carbon-Emery coal fields produced over six million tons of coal, but this tonnage started to fall off in 1921 and from that year to 1939 and 1940 the coal business was very poor which resulted in a number of mines being closed entirely.

The big question uppermost in the minds of coal men was *a market for the coal*. In the early twenties the truck was not considered as economical for hauling coal long distances and in order to work the Gordon Creek mines it would be necessary to construct a branch railroad from Wildcat Siding on the Utah Railway up the North Fork of Gordon Creek.

F. A. Sweet, the promoter of the Kenilworth and Hiawatha mines, had secured a block of land in the Gordon Creek District, which had been purchased before the leasing law went into effect; this block is now known as the National Mine. The writer secured a lease on 1480 acres of land which is known as Consumers; Will Sweet secured a lease on the land where the Sweet Mine is located and George A. Storrs secured a lease on land which is known as the Gordon Creek Mine.

Mr. Storrs also layed out a townsite near the mouth of the canyon which he called Coal City, the idea being to have the miners working at any or all of the Gordon Creek Mines, build homes at Coal City. He then started to sell stock in his coal

property which was known as the *Great Western Coal Mines* and to sell lots on the townsite.

With money raised in this way he started to construct a railroad from Wildcat siding to the mines. This plan never did materialize, but in 1924, the Utah Railroad suggested that they would build the road, provided each mine operator would contribute their share of the expense.

About that time the Sweet Coal Company, the National Coal Company and the Consumers Mutual Coal Company were organized and put up the necessary cash to build the road. The mines were rapidly developed so that each could produce a tonnage of anywhere from one to two thousand tons a day according to the market for the coal. These camps are all within a mile of each other and all attend the same school and church and together make a very good sized coal mining camp.

COAL CITY

From History compiled by C. H. MADSEN

Like some other western mining cities this district is a "ghost city" at the present time. The location of this former city is about nine miles west of Helper. At no time were there more than 100 inhabitants but this place gained much prominence in the early twenties because of its connection with Jack Dempsey, the "Utah Mauler." Let us go back for a moment to the beginnings.

The present site of Coal City was first settled by Alfred Grames, who came in 1885 for agricultural purposes. He was a squatter and a trapper. Others who settled in the area a short time later were Wesley Gentry, William Warren, Victor Rambeau, Joe Nounuier, and Joe Vacher, all sheepmen and farmers. The place was known as Oak Springs Bench at that time. Later Noe and Edward Aubert came and also Shekra Sheya and Nedje Sheya. These men were prospectors and also dealt in real estate, according to our informants. By this time the section was referred to as the Cedar Mesa Farm.

On August 6, 1921, a petition was presented to the County Commissioners to approve and establish the townsite called "The Great Western." The petition was granted, the townsite laid off, and the name "Coal City" given in honor of the coal industry. A year later the Andreini store was built and was used as an office for the "Great Western" until 1925 when a mercantile business was started by Eugene Andreini.

During 1923, Jack Dempsey, then the world's heavyweight champion boxer, came to Coal City to train. At this time, the town was frequently referred to as, "Coal City with a punch behind it."

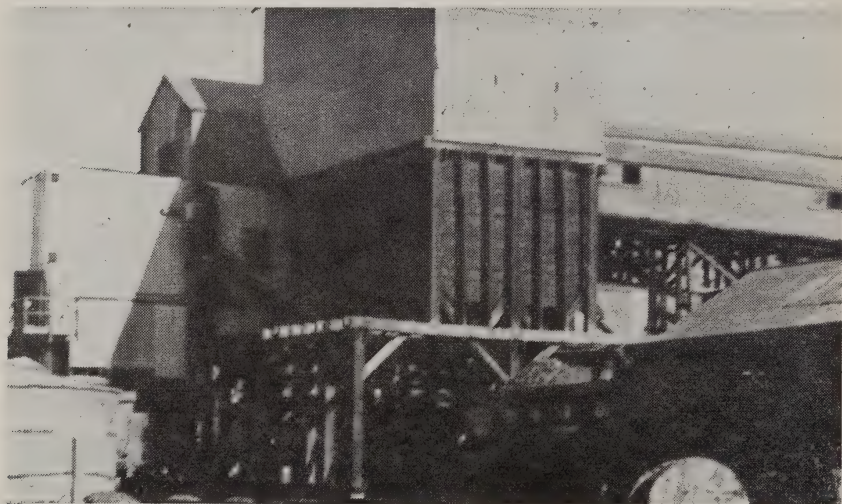
The Utah Railroad was built to the town during 1923 and 1924, years known as the "construction period." This was the time that the railroad was extended to the other mines of the Gordon Creek District. Farming continued to progress during these years. Schools were, also, started about this time. The first school was held for about one month in a log cabin in 1925 with Mrs. Henry Snydergaard as teacher. There were twenty-four pupils. At this time Coal City was a "city of tents." Later in 1925, J. M. Miller built a new cement-block school house and school was held here in January 1926.

This foregoing account is reminiscent of the "days that were." The Coal City boom was soon over.

ROYAL

History compiled by C. H. MADSEN

Royal or Rolapp is picturesquely located at the foot of Castle Rock, where the Bear Creek and Price River Canyons form a junction. Royal is on the main line of the Denver and Rio Grande Railway, approximately five miles northwest of Helper and one mile northwest of Castle Gate. The camp has an elevation of 6,259.25 feet. The Pikes Peak Highway, completed in 1931, runs through the center of the town. Thus with rail and highway lines, this community is conveniently connected with other places.



Coal Tippie at Royal, operated by the Spring Canyon Coal Company

Mr. Frank Cameron was attracted to this district in 1913. He saw its possibilities, after developing the Heiner property. The camp here has been called by various names. It was first known as Bear Canyon, then Cameron, then Rolapp and now goes under the name of Royal. In 1917, Henry H. Rolapp bought the Cameron interests, after which the Royal Coal Com-

pany was the owner, and in 1930, the property was sold to the Spring Canyon Coal Company.

Royal is not an incorporated town and is, therefore, under the supervision or government of the county. The cultural life of the community is centered in the school. There is little social activity, except that which is sponsored by the Local of the Miner's Union. There are no parks, amusement halls, libraries or churches. The population varies during the seasonal operations of the mine—when the number of men who work at Royal does not always determine the size of the community, as many live elsewhere and travel back and forth to their work.

We were told that the capacity of the Royal mine is about a thousand tons per day. This district also suffered a slump during the decline in markets for coal but the war years were prosperous. The residents are more or less permanent and the spirit of the community is progressive.

HEINER

History compiled by C. H. MADSEN

Heiner was located in the heart of the mountains at the mouth of Panther Canyon, on the Price River, mid-way between Helper and Castle Gate and on the main line of the railroad. Its elevation is 6023 feet. Because of the fact that the United States Fuel Company, which owns the Panther Mine, could obtain coal more economically in their other properties, the camp at Heiner was abandoned and is now another of our "coal camp memories." Even if the camp has ceased to be and the mine has been sealed, a few statements about its history may not be out of place in this article.

In 1911, Frank N. Cameron, one of the prominent figures in Utah coal mining circles, began prospecting for coal in this region. John Crawford followed Mr. Cameron and later became the first superintendent at Heiner. A. J. Crawford, a brother to John, who before his enlistment in the first World War, was well known hereabouts, was the first Carbon County boy to pay the supreme sacrifice in that war. Other names of prominence in the early development of Heiner are John Cavanaia, John Ceteria, Andrew Mininie, Joe Ricardi, Pete Milano, Ernest Juicia and George Garavaglia. John E. Pettit, one of the pioneer mining men of this and other Utah areas and who still resides here was superintendent at Heiner for a number of years and had much to do with the development of the property here.

The history of the development of the Panther mine antedates the first shipment of coal which was on February 12, 1914. Soon after this date, the United States Fuel Company leased the Panther property to Frank Cameron and John Crawford. When the lease expired on April 1, 1918, the property reverted in operation to the U. S. Fuel Company.

School was first taught in 1914 in a small one-room building and was later removed to a two-room structure. In 1923 a commodious four-room brick building was erected. This was the most beautiful and pretentious building in the camp and was used for an all-purpose community gathering place. For many years Ernest L. Miner, whose school career was finished here

in Carbon County when he retired at the age of seventy in 1945, was principal of the Heiner School. His guidance is remembered by many a youth whose life was influenced for good while Mr. Miner was at Heiner.

No town organization was ever effected, the laws being enforced by the company officials and the sheriff's office.

DRAGERTON

From History compiled by C. H. MADSEN

The town of Dragerton was started in the fall of 1942 when the W. E. Ryberg-Strong and Grant Company received a contract from the Defense Plant Corporation to construct it. The land on which the town is located was purchased primarily from the Whitmore family and a few other smaller owners. It was formerly known as the Whitmore Ranch.



Air View of Dragerton where the employees of the Geneva Steel Company (working at the Horse Canyon Mine) live. There are over 600 modern houses at Dragerton, a store, hospital, amusement hall, church, school houses, etc. Population of this modern town is approximately 2000 people. Photo by Gene Parmley.

The first house was occupied in April, 1943. Other homes were used as fast as they were completed. The main purpose for the creation of the town was to provide living accommoda-

tions for the coal miners who were employed at Horse Canyon. Some who worked at Columbia also lived here. There were originally 725 houses built here, but only 604 residences and other buildings now remain. During the spring of 1946, 121 of the units were declared surplus by the War Assets Administration and were sold to veterans of World War II. Most of these houses were moved elsewhere in the State of Utah, but a few found their way into Colorado, Nevada, and Idaho. Some were moved intact, but usually they were sectioned and trucked away.

The town now consists of 604 homes, a hospital, school, church, filling station, general store, barber and beauty shop, shoe repair shop, Utah Power and Light office, drug store, post office, theatre, public health clinic, unused boarding house (which operated from August, 1944 to December, 1945), and rental office.

Nothing for the convenience and safety of the citizens was left out in planning this community. We were informed that it cost the government more than five million dollars. The town has gravel streets throughout, with the exception of asphalt paving adjacent to the business section. It has a complete water distribution system. All water in town is chlorinated and tested regularly. The town has a completely modern and sanitary sewage system. The water supply comes from the Grassy Trail Creek. Four miles up the Sunnyside Canyon the streams converge into a twenty million-gallon storage reservoir. The lines of steel pipe lead from this reservoir to the town.

The United States post office at Dragerton had its beginning in a tool shack with a slot in the door and a ledge nailed underneath the window. The first mail was brought in on September 23, 1943. The regular post office, located in the business section began operations in November of this same year. The post office has developed from this humble beginning to a high third-class rating and is now manned by a post mistress and two clerks.

The general store, managed by Carl Jameson, opened its doors on October 14, 1943. This business was purchased by the Price Trading Company, who now operate it as one of their branch stores or chains. In October, 1943, the school building was completed and the pupils began attending here instead of being transported to Sunnyside. The next fall a second portion was added to accommodate junior high pupils. The upper grade

and junior high pupils now attend Dragerton from Sunnyside, Sunnysdale and Columbia. The building has thirty-five classrooms and is directed by Principal Harold Hansen. Although built of lumber, the sections of the school are separated by steel and ample provision is made to make them safe.

The boarding house which could accommodate over a hundred men but, as previously observed, is now idle.

Dragerton has an excellent volunteer fire department, equipped with a modern fire engine. The hospital is a sixteen-bed unit, with surgery equipment, obstetrical room, X-Ray facilities and a dental office. Dr. F. V. Colombo has been in charge since its inception, February, 1944. A new theatre was completed a short time after the hospital and the entertainment of the community was transferred from the school auditorium to this new location. The telephone exchange, a contract office, is in charge of Mrs. Ruth Crosby. Law enforcement is taken care of by a deputy sheriff. There is no incorporated town.

Dragerton was placed on the "for sale" block and the citizens of the community thought to buy their own homes from the government. However, the Geneva Steel Company was adjudged the "highest responsible bidder" and now owns the entire town of Dragerton. The J. W. Galbreath Company has been engaged to manage the Steel Company's interest in the town. The purchaser has shown its willingness to deed the school building and the church over to a "responsible" party who will maintain each of the structures. The purchase price will be one dollar for each, if so taken.

Although the town has "changed hands" so to speak, the citizens are enthusiastic about its future and eager to continue to live here.

HORSE CANYON

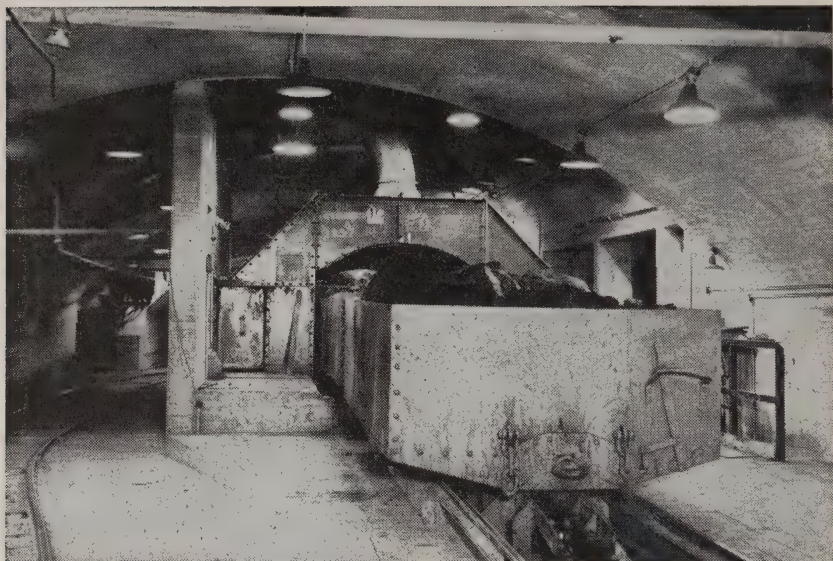
From History compiled by C. H. MADSEN

Late in 1941, as the impending war grew nearer, the United States government realized that the steel-making capacity of the nation would have to be increased. After Pearl Harbor, the policy of establishing steel mills near the raw materials



Mine buildings at U. S. Steel's Geneva Coal Mine, Horse Canyon, Utah. This includes the transfer house beltway to the tippie, heating plant, bath house, machine shop, material house and office building.

of productions and away from threatened bomb areas, was adopted. Pursuant to this policy, Ironton, near Provo, was increased to maximum capacity and a new Utah steel plant was rushed to completion. The building of this \$200,000,000 steel plant necessitated the opening of more coal mines. This oc-



Rotary Dump. Geneva Steel Company's Horse Canyon Mine. The coal as it comes from the mine is dumped onto the belt conveyor and thence conveyed to the tippie some 1600 feet distant. There is now in operation another similar dump—2000 feet underground.

casioned Horse Canyon, and brought to the fore an unprecedented development of mining operations and means of getting to and from the property.

The layout of the mine plant and the development is large enough to supply 8,500 tons per day. Six thousand five hundred tons per day are needed at Geneva for pig iron and steel production. The surplus during the war was used for railroads, West Coast ships and even the atomic bomb project at Pasco, Washington.

Ground was broken in the spring of 1942 and the initial underground work in the coal seam began in October of that year. The main development openings were driven while the surface plant was still under construction. Coal produced at that time was handled by a temporary tippie of small capacity. A 1,300-foot rock tunnel was driven to the Coal Seam. A rotary

dumping station was installed at the mine portal and later another rotary dump was installed 2,000 feet under ground. The tipple has a storage capacity of 5,000 tons. The railroad cars can be loaded with coal at the rate of 1,200 tons per hour.

The coal seam at Horse Canyon is fourteen feet in thickness. The incline is eastward at $12\frac{1}{2}$ per cent grade on the dip of the coal. "Strike entries" are driven horizontally along the strike of the seam. Number one level, or first set of entries, was started in October, 1942. The north entries were driven to the boundary of the property—some 2,000 feet distance, by August, 1943. The south entries, through Lila Canyon, were driven a mile and a half through the mountain by 1946. Number two level was completed to the northward a distance of four thousand feet by the fall of 1946. The third level entries consist of openings driven northward only and extend approximately



Tipple and loading chutes at U. S. Steel's Geneva Coal Mine, Horse Canyon, Utah. Lower part of beltway is shown coming from the mine and railroad cars being loaded under tipple.

twelve hundred feet at this writing. (April, 1947). Southward development is now in the opening stage.

The coal is all mechanically cut. In parts of the mine, conveyors are used for loading and transporting coal while in other parts the coal is loaded into seven ton mine cars by me-



Drilling a working face preparatory to blasting in U. S. Steel's Geneva coal mine in Horse Canyon, Utah. Left to right are: Rex E. Harrison, track mounted cutting machine operator, and Ezekiel Cordova, cutting machine helper. Harrison is at the controls of the electric motor on his left. He also directs the bit by turning the wheel on the left. Cordova sees that the bit is properly connected with the driller and adds extensions to the bit as the hole becomes deeper. This mine has a 14-foot vein of coking coal, which is found in only a limited area of this vicinity in Utah. The mine is situated in Book Cliffs, which is part of the Wasatch mountain range that in turn is part of the Rocky Mountain chain.

chanical loaders. There are thirty-four shaker conveyor crews and four large truck-mounted mobile leaders. The best and safest methods are employed at this ultra-modern mine. Fresh

air is supplied by two large fans. Each of these exhaust 175,000 cubic feet of air from the mine per minute. All safety regulations and suggestions are followed religiously and inspections are made daily.

This Horse Canyon Geneva Mine is already the largest producing coal mine west of the Mississippi and its coal is produced primarily to make coke for steel production at the Geneva Steel

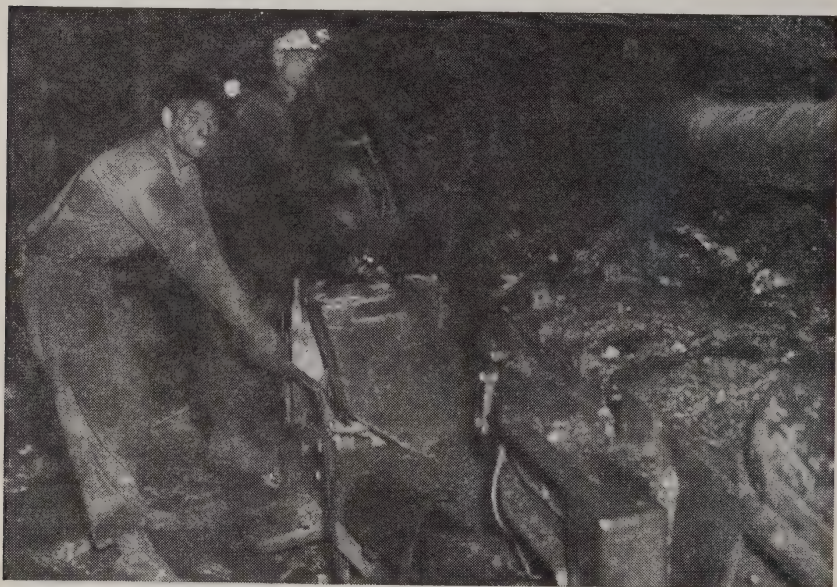


Cracking a smile as he operates a track mounted coal cutting machine in U. S. Steel's Geneva coal mine, Horse Canyon, Utah. The operator is Rex E. Harrison. Cuts are made only at the bottom of the working face in this mine. The machine was against a face making a cut when this picture was taken. The apparatus in the upper right is for attaching an auger to drill holes for blasting. Sitting on the machine near the center of the picture is a miner's safety lamp. By the color of its flame the lamp reveals if the atmosphere contains any dangerous gas. Sixty-six of these lamps are carried in the Geneva mine, 33 on the day shift from 7 a.m. to 4 p.m., and an equal number on the night shift, from 4 p.m. to 1 a.m. Only a skeleton force works from 1 a.m. to 7 a.m.

Plant. The mine is located in an enormous reserve coal measure and promises to have continued production with the expansion of the steel industry in the West.

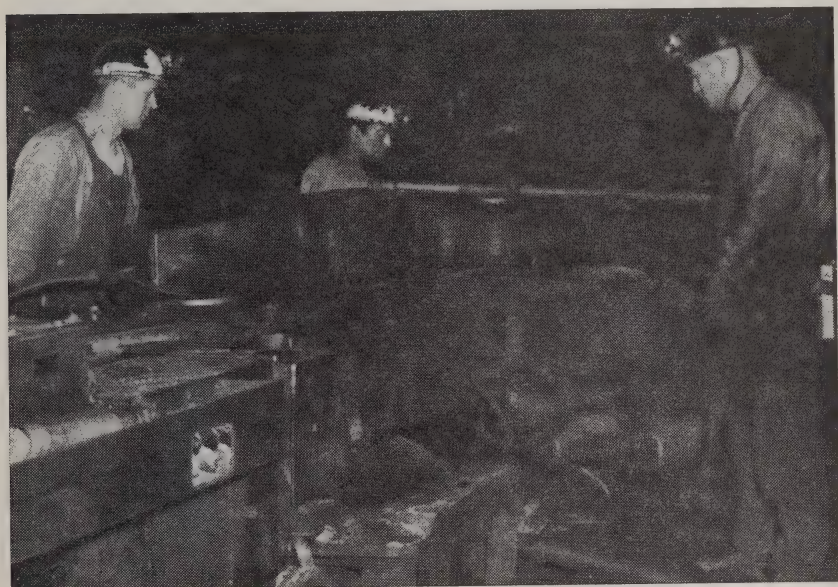
* * *

Photos in this article were furnished by F. V. Hicks, general superintendent of the Geneva Steel Company's mine at Horse Canyon.



Track mounted loader operating in U. S. Steel's Geneva coal mine, Horse Canyon, Utah, where coking coal is obtained for U. S. Steel's Geneva steel plant, Geneva, Utah. The loader by a conveyor belt system picks up mined coal and dumps it into mine cars each of seven tons capacity. Seen in the background is June Christensen, the loader operator. In the foreground is Kenneth R. Blume, loader helper. The cars empty the coal onto conveyor belts. They take it to the transfer house, where it is crushed to a 7-inch minus size. It is loaded into railroad cars directly from the tippie. Then it is transported over U. S. Steel's Carbon County Railway a distance of 10 miles to a branch of the Denver & Rio Grande Western Railroad at Columbia Junction.

The mine was developed from grass roots under the general direction of Mr. Hicks and the high standards of efficiency are due to the skill and ability of Mr. Hicks and his able assistants.



Track mounted coal cutting machine and crew in U. S. Steel's Geneva coal mine, Horse Canyon, Utah. From left to right are: Rex E. Harrison, operator, and Ezekiel Cordova and John C. Housekeeper, both machine helpers. The helpers are shoveling away coal dust as the chain cutter cuts the bottom of the working face in the right background. Cuts are made only at the bottom of the working face in this mine. The vein of coal is 14 feet thick. Modern mechanical equipment and favorable working conditions make it possible for this mine to average 4,800 tons of coal daily. U. S. Steel's Columbia coal mine, five miles away, averages 1,600 tons a day. They supply coking coal to U. S. Steel's Geneva steel plant, Geneva, Utah, and U. S. Steel's Ironton plant, Ironton, Utah.



Small crawler mounted loading machine in U. S. Steel's Geneva coal mine, Horse Canyon, Utah, which supplies coking coal to U. S. Steel's Geneva steel plant, Geneva, Utah. Caterpillar traction carries this loading machine to coal faces where no tracks lead and enables it to pick up coal and pass it back to empty mine cars on a conveyor belt. This machine extracts chain pillars of coal, left to support the roof, in a mobile loading district. On the left, breaking up a chunk of coal with a pick, is Bert H. Frandsen, a helper. In the center is the machine operator, Frank Zupon, Jr., while on the right is Marvin A. Smith, a helper. The mine has between 60 and 70 miles of underground workings. Opened in 1942, it is one of the most modern mines in the country.

ATOMIC ENERGY IN EMERY COUNTY

By A. E. GIBSON

At the present time (spring 1948) tests are being made in the Buckhorn Wash about 10 miles east of Castle Dale, for the purpose of determining the action of an atomic blast on underground habitations. These tests are being made by the War Department and are not for publication. The public is aware of the fact that tests are being made, but results of any tests will remain a secret for the present.

Price, Utah, May 9, 1948

HISTORY OF CARBON COUNTY RAILWAY COMPANY

By HARRY MALABY, *General Manager*

The Carbon County Railway Company was incorporated under the General Laws of the State of Utah, July 29th, 1922 for the purpose of constructing and operating a standard gauge railway and necessary facilities to handle the movement of coking coal from new mines located at Columbia, Utah to the Sunnyside branch of the Denver & Rio Grande Western Railroad Co. at Columbia Junction, a distance of three miles.

In 1942 the government through Defense Plant Corporation constructed a spur from a point on the Carbon County Railway at Columbia, Utah to newly developed coking coal properties at Horse Canyon, a distance of some six miles. This spur was purchased by the Carbon County Railway on December 31st, 1946 and made a part of their facilities.

The entire road traverses a fairly deep valley, cutting through numerous buttes and intervening gulches of the Wasatch Range in the eastern part of Carbon County.

THE KAISER MINE, SUNNYSIDE

By ARTHUR E. GIBSON

At the beginning of World War No. 2, it was decided by the War Department to produce more steel, and, as Henry J. Kaiser was known as one of the country's most progressive industrialists, he was called upon to help along this line.

Iron deposits were known to exist in Southern California, near Fontana, but, as California has no coking coal, the coal which is essential for making the coke necessary for making pig iron and steel, must come from Utah.

Mr. Kaiser therefore secured a lease on what is known as No. 2 mine at Sunnyside. This mine was opened in 1899 and worked by the Utah Fuel Company until 1921, when a disastrous fire occurred in the mine. After extinguishing the fire the mine was closed due to market conditions.

With the advent of the war these conditions changed very materially. Mr. Kaiser, after securing the lease proceeded to put the mine in condition to produce coal and in this connection a pig iron and steel plant was constructed at Fontana, California.

500 bee-hive ovens were built at this time in the vicinity of Columbia by the War Department for additional coke and pig iron capacity. A blast furnace for making pig iron was moved from Illinois to Ironton, but the war was practically over before this furnace was ready for use, therefore both the 500 coke ovens and the pig-iron furnace at Ironton were only operated for a short time.

It was reported that these coke ovens cost \$3,000,000 and the blast furnace cost \$9,000,000.

The War Assets Administrator recently offered the above mentioned coke ovens and blast furnace for sale to the highest bidder and they were purchased by the Kaiser interest.

World War No. 2 cost the lives of some of our brightest young men, but never-the-less it was the means of developing some of our natural resources which might not have been developed for many years had the war not occurred.

The coal mine at Horse Canyon and the town of Dragerton would not have come into existence had it not been for the war.

The building of the 500 coke ovens mentioned above and the bringing of the blast furnace from Illinois to Utah, would not have occurred had it not been for the war.

The town of Sunnydale would never have been built had it not been for the war; this town was incidental to the opening of the old Utah Fuel mine by Henry J. Kaiser.

It is expected that the Kaiser-Frazer operations in Carbon County will employ at least 500 men; this together with the operations of the Geneva Steel Company in the immediate vicinity, has increased the population of Carbon County at least 1500 people.

The Daughters of the Utah Pioners take this opportunity to welcome this new industry and wish them success and prosperity in all of their undertakings.

The iron deposits of Iron County and the coking coal, for which Carbon County is famous, are now coming into their own, after these many years.

MINE DUMMY PLANT OPERATING HERE; PLANING MILL IS BUILT

Copied from the SUN ADVOCATE, September 20, 1945

A little known industry has been established south of Price near the intersection of the old and new roads leading to Emery county. This business is the Kilfoyle Tamping company, owned and operated by Fred Kilfoyle, well known for his activity in mining circles in the Carbon area.

The concern manufactures "dummies" which are used in tamping explosives placed in holes preparatory to breaking down coal in mines. Mr. Kilfoyle has invented a machine which fills small paper bags, about three by twelve inches, with dirt scooped from the surrounding hills. The dirt is dumped into a hole from which it is picked up by conveyor, strained and then taken in to the bag filling devices.

Four paper bag filling machines are in operation. The apparatus allows the dirt to pour into the bags upon release of foot pedals. Four girl operators earn six dollars a day and have made as high as \$200 per month filling the dummies, according to Mr. Kilfoyle.

Many mines use waste paper for dummies and some still employ boys and old men to fill the bags by hand, but Mr. Kilfoyle, who has an inventive turn of mind, like the man who invented a better mousetrap, decided to let the mining industry beat a path to his door, and invented his dummy-filling apparatus that from personal observation of this writer, "works like a charm."

With his equipment the bags can be filled at much less expense than the hand method, and over a million dummies are turned out by the Kilfoyle Tamping Company every month for the mines of the Carbon area. The plant was built here last January. (1945) Other plants owned by the same company are located at Rock Springs and Hanna, Wyoming.

A large underground warehouse for storing paper is now being constructed at the site, which will hold a carload of paper bags and other paper articles, according to Mr. Kilfoyle. At the present time the local company's payroll runs around \$1200 to \$1600 per month.

A millroom for planing and handling lumber is being built just east of the dummy plant, and the main purpose of this will be to take care of several employees who were called into the armed forces and will expect jobs when they get back. "It is my purpose to have the jobs and even better ones than those they left," he said, so the planing mill has been built and considerable amount of equipment is all installed and ready for action. Included is a band saw, jointer, jig saw, disk sander, lathe, drill press, table saw jointer and several smaller equipment articles, with more ordered and on the way.

Mr. Kilfoyle has recognized the need of the returning veteran for a job, and without talk or fanfare, has arranged to do something about it. In fact, he was reluctant to disclose his plans for the future on this subject. He has expanded his business which will materially help in the expansion of industry in this section.

COMPLETE LIST OF COAL MINES OPERATING
IN CARBON COUNTY AT THE TIME THIS
PUBLICATION GOES TO PRESS

Mooney Mine, Scofield
Eccles Canyon Mine, Scofield
McGalpine Mine, Scofield
Utah Fuel Company, Clear Creek
Spring Canyon Coal Company, Royal
Utah Fuel Company, Castle Gate
Hardscrabble Mine, Helper
Peerless Coal Company, Peerless
Spring Canyon Coal Company, Spring Canyon
Spring Canyon Coal Company, Standardville
Pacific Coal Co., Maple Creek, (Standardville PO)
Liberty Fuel Company, Latuda
Utah Carbon Coal Company, Rains
Western Coal Company, (George A. Schultz, Rains)
Days Mutual Coal Company, Rains
Dunkin Mine, Rains
Terry McGowan, Lessee, Consumers
National Coal Company, Carl Nyman, Lessee, National
Sweet Coal Company, Sweets
Utah Coal Company, Sweets
Success Coal Company, (Sheya Bros.) National
Lion Coal Company, Wattis
U. S. Fuel Company, Hiawatha
Independent Coal and Coke Co., Kenilworth
Arronco Coal Company (Near Kenilworth)
Red Glow Coal Co., (Dugout Canyon, Wm. Engle, Manager)
Dugout Canyon Mine, (Dan Collins, Manager)
Rio Grande Fuel Company, (E. K. Olson, Manager) Deadman
Canyon
Sutton Coal Company, Deadman Canyon
Royal Blaze Coal Company, (Grant Powell, Manager), Coal
Creek Canyon
Soldier Canyon Mine (Marinini)
Utah Fuel Company, Sunnyside
Kaiser Company, Sunnyside

Columbia Steel Company, Columbia

United States Steel Company, Horse Canyon (Part of this mine is in Emery County, but the employees all live in Carbon County)

The above includes the mines which are operated on the railroads and those where there is no railroad and the coal is hauled by truck. There are 35 in all.

WHEN THEY'RE GONE DO NOT FORGET THEM

Words by JANE DOXFORD MAY

Music by E. AUSTIN KEITH

1ST VERSE

*When they started on their journey,
Near a century ago,
Following their faithful leader,
Never knowing where they'd go,
God had promised if they'd follow,
Peace and plenty would be theirs,
Thinking only of the future,
That brave band of Pioneers.*

2ND VERSE

*Leaving home was not so easy,
Loving hearts were left behind,
Graves were scattered on the highway
Left where none but God can find,
Harvest's planted just defied them,
Flowers watered with their tears,
You and I will reap the harvest,
Planted by those Pioneers.*

3RD VERSE

*This was just a wind blown desert,
When they reach'd the Great Salt Lake
But it was the Land of Promise,
It was theirs to freely take,
So they laugh'd and danc'd together,
Just to drive away their fears,
Let us honor and revere them,
That brave band of Pioneers.*

CHORUS

*When they're gone do not forget them,
Nor the trials they passed through,
They have made the Desert Blossom,
Like a rose for me and you.
There's not many left to tell us,
They are growing old in years.
Tell them we will always love them,
That brave band of Pioneers.*

SUMMARY

By MRS. J. BRACKEN LEE
(MARGARET DRAPER LEE)

Today, in a fast moving car, it takes but minutes to travel the entire length of Price Canyon. On this early fall afternoon in 1947, the Centennial year of our State's settlement, I can't help being reflective as I drive down the canyon, homeward. Up on the hillside in every little draw, and across the canyon, the trees and shrubs are vivid with the lovely colors of yellow, orange and red.

Down below to my left, the bright rails of the railroad glisten in the sunshine. Alongside the tracks the low waters of Price River travel to the valley below. In the beginning of the settlement of our county, nearly 70 years ago, it was the river that was all important: When Jefferson Tidwell who was sent to this section in 1877 by President Brigham Young, returned to Salt Lake City in that same year, he reported "That a fine stream of water flows the year around through the territory." The river was the very life-blood for those earliest settlers; for culinary use—we loved to hear those Oldtimers tell how they let the mud "settle" so the water could be used for washing of clothes. Then in 1884 they started the first irrigation canal, and the river was diverted to water the farms.

Then, second in importance to the growth and opening up of our county, Castle Valley it was called then, was the building of the D. & R. G. W. R.R. through here from Colorado, in the year 1883. Contact with the outside was assured. So, looking down on the tracks and the river, I can't help thinking what an important part each has played in the development of our county—one man made, the other a natural gift.

Just ahead, at the foot of Price Canyon, is the majestic Castle Gate Rock, that unusual rock formation that appears as a gate opening as one approaches. Always the Gate is slightly ajar, as a welcoming gate should be. Past the Gate, we are introduced immediately to the Industry that has done more to brighten Utah's economic picture than any other factor in the state. Coal—Carbon County's coal—first discovered above Pleasant Valley in 1878.

Rolapp, now called Royal, is a compact, modern mining camp at the very base of the Gate. Passing under its busy tipple, we immediately approach Castle Gate, Utah, a most up-to-date mining town, with pleasant homes and some of the finest mining equipment possible. The Castle Gate Mine, now operated by the Utah Fuel Company, has the distinction of being the first major coal operation in Utah—coal was first shipped on a large scale from here in 1888.

Down through the Canyon past the busy little community of Martin, we enter Helper City, located at the very center of Utah's coal industry. Also, the railroad terminal for the Rio Grande Railroad Company. Helper City is a thriving community of fine homes, churches and schools. Eastern Utah's finest baseball park is located here.

As the Valley begins to widen, we pass through Spring Glen, a town of neat, attractive homes, prosperous farms; a town as refreshing as its name. Spring Glen, once called Ewell, was the second townsite settled in our county in the year 1880, by James D. Day who came from Springville.

A few miles further out into the open Valley, and we enter Price City, the first town to be settled in our county. Price has been the county seat since Carbon County's inception in 1894, the last county to be so designated prior to Utah's statehood in 1896.

Today, Price is a thriving, beautiful little city of nearly 8,000 population of friendly, public spirited citizens. The original plan on which the city was laid out by our far-sighted, courageous founders, has proven to be one easily adapted to the fast growing community. Price's new Main Street white-way lighting is the finest in the state. Too, an extensive residential street lighting program is under way, that will make Price one of the best lighted cities in the West. The splendid Municipal Auditorium at Price has contributed greatly to the cultural and social life of its townspeople, as well as all persons in this section.

Spreading out from Price, almost fanwise, from West to East, located in the nearby mountains and at the base of the mountains, are the coal mining towns of Carbon County. From Hiawatha, Wattis, Consumers, the Spring Canyon towns, above in Scofield, Clear Creek; back to Kenilworth swinging around to Sunnyside, Dragerton and Columbia, here are the mines that stabilize Carbon County's economy. There are today 35

mines, including wagon-mines operating in our county, providing jobs for an estimated 4,627 persons.

From these towns and cities, together with those of Wellington, and those living on Miller Creek and farms and ranches, come the people who make up the 21,500 population of Carbon County today. A county of busy, happy people, a county of people who take pride in their homes, and in their communities. Communities of fine churches, of fine schools and fine public buildings. Our Carbon Junior College located at Price, offers our people an opportunity for further educational advantages. And this year, 1947, marks the greatest enrollment Carbon College has known.

There are eight active different religious denominations in Carbon County, providing for the religious needs of its people. It is believed that every race on earth has representation among the "Nationality" of our county. They have come here from all countries, to be assimilated in the fabric of our county's history, making it one of the most colorful and progressive in our state.

Carbon County is "blessed" with a mild climate. Four definite seasons mark it, but none is too pronounced. Our location here in the mountains, yet near the desert to the South and East, is very conducive to good health for our people.

A few of the many trees planted early in our county's history still remain, and they are interesting in ancient growth. Most of these are located at Price, Spring Glen and Wellington, early townsites. Today, all of our communities and farms are planted with beautiful trees that lend so much to the appearance of our county.

Farming, early to play an important role in the development of our county, is becoming increasingly more important since water for irrigation of farms is now assured under the reclamation project of Scofield Dam located in what was once Pleasant Valley. High up in the mountains to the West of our county, Scofield Dam Reservoir serves the dual purpose of water conservation, until it is needed by the farmers below, as well as being one of the chief recreational areas of this section. There is fishing and boating on the lake. Too, the drive to the lake and beyond is one of our most scenic. In this high, green mountain Pleasant Valley as it was then known, now all covered by the reservoir, was once located Carbon County's first industry, a Shingle Saw Mill, operated back in 1878 by Stewart and John E. Eccles of Ogden. The project was abandoned by the

cheaper price of Oregon lumber—after the railroad came.

Here in this picturesque section of our state, near Scofield, the first coal in Carbon County was discovered. It is told that a mule skinner hunting his mules, accidentally stumbled over an out-cropping. In 1878 President Brigham Young, ever alert to new resources of this new territory, sent a pack-horse-train to the newly opened mine, and coal was carried out in sacks on the animals' backs, down into Utah County.

Last winter, a new and healthful recreational program was opened up to Carbon County, with the building of the ski run on the mountain just a stone's throw above Clear Creek. Here is a natural setting for this fine winter sport—the snow falls deep up there. The "clearing" of the mountain for skiing was made possible through the combined efforts of many individual volunteers, the county commissioners and the Utah Fuel Company. A most successful ski meet was initiated last year; there were warm sunshine and happy, healthful laughter up there.

Keeping pace with modern travel trends, is Carbon County's new airport. A fine new highway recently opened, approaches the airport. It is just three miles from the center of Price to the airport. Passenger planes operated by the Monarch Air Lines stop at the port—two in the morning and two in the afternoon, flying two trips East and two West. Carbon County has been quick to accept this development as a natural out-growth, of a forward thinking people.

Livestock and wool production have played an important part in the growth of our county. Add to this the further bounteous natural resources of our county, the rock asphalt mine located above Sunnyside. This material has proven to be most excellent for hard road surfacing and is laid on many highways over Utah and beyond. At Wellington, alongside the D. & R. G. W. Railroad, is located the Carbon Dioxide and Chemical Company where dry ice is made from gas, piped the five miles to the plant from the natural well at Farnham Dome. I can't help thinking how amazed my own grandparents and all those early settlers on Wellington's townsite would have been at the sight of this modern method of producing ice. They cut their ice in blocks from the frozen river in deepest winter, and stored it in saw-dust in ice cellars. Sometimes there was a small piece left for the Fourth of July.

The most recent addition to new industry in our county is also located at Wellington. This is the operation of the Records

Coal Processing Company. Here coal is converted into char, a smokeless fuel. And, there is a saving of bi-products for further development. We follow this newest industry with keen interest.

To more fully appreciate that there is real beauty in the ruggedness of our county's natural "make-up," one has only to look upon the paintings of our own two renowned local artists, Lynn and Dean Fausett, who catch so truly with their brushes the effects of light and coloring on the uneven surfaces of our county. Local landscapes have provided the background for many of their finest paintings.

Yes, we of Carbon County have been richly endowed. We have natural resources, our coal reserves are almost inexhaustible, to provide a secure economy. It is impossible for us to fully appreciate just what the further development of coal and its bi-products can mean by way of industrial expansion in the future. We have citizens deeply interested in the further cultural advancement of our people. We live by the mountains and close to the plains. We are on a direct coast-to-coast federal highway 50 and 6. Three important state highways join our county with adjoining counties.

It is with pride that we join with all of our state, in this Utah's Centennial year, in commemorating the achievements of those rugged and purposeful people, our pioneer forefathers, whose toil and efforts founded a great commonwealth, and prepared the way for the full life we enjoy today. We are happy to have had a part in our state's growth and development. Grateful for the American way of life, an industrious and capable Carbon County faces the future.

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